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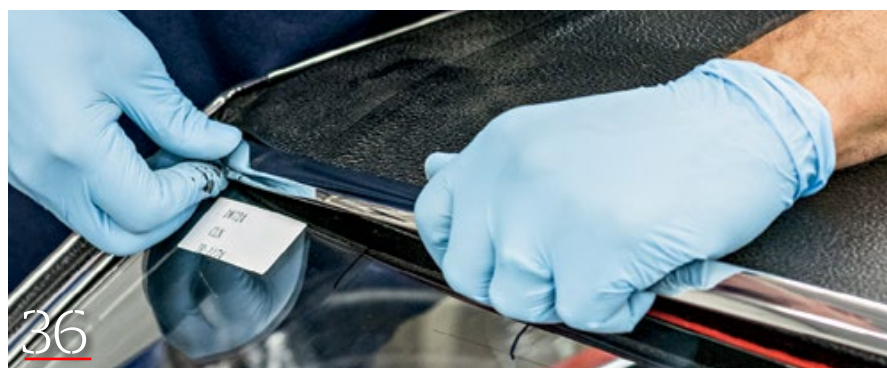
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ON THE COVER: What could be more American, and more fitting, to our salute to American Motors muscle cars than a red, white, and blue Javelin? That it is one of the rare Trans-Am Javelins—and one of the first of the 100 built, to boot—only adds to its allure. Geoff Stunkard got the cover shot and tells the car's story beginning on page 20.

EDITOR'S NOTE

My Kind of Show



JERRY HEASLEY PHOTO

■ The prototype Shinoda Boss Mustang when we last saw it in the June '11 issue.



■ How the Shinoda Boss looked at MCACN. Prototypes, low-mile originals, rarities, and more make up each not-to-be-missed MCACN show.

It has been a few weeks since I returned from Chicago and the Muscle Car & Corvette Nationals (MCACN), but I still feel like I'm processing/digesting/appreciating all that I saw there. There was so much good stuff at MCACN, in fact, that we have broken our coverage into two parts. Arvid Svendsen shares show highlights in this issue (page 46) while next month Geoff Stunkard will focus on the "Barn Finds & Hidden Gems" wing of the show, a remarkable collection put together by Automotive Archaeologist Ryan Brutt.

One of the things I appreciate most about MCACN is purely personal. It's one of the rare instances when I can be in the same room—literally—with many of the correspondents who write for this magazine regularly, like Arvid, Geoff, and Ryan. Normally they are scattered around the country and almost all our communication is by email. So it's great to see these guys in person, catch up, and brainstorm future story ideas. They are among the hardest-working, most knowledgeable and professional people in this business, and I am fortunate to have them on the team.

Arvid, in particular, gets special kudos. He not only covers the show (usually staying in the

convention center into the wee hours of the morning to shoot cars), but he also sets up our "cover come to life" display, in which the cars he photographed for our MCACN preview issue in November are parked together, duplicating the cover shoot layout. Yet he still finds time to act as our goodwill ambassador, handing out copies of the magazine, seemingly knowing everyone, and introducing me to restorers, car owners, and other people in the hobby I should know. Thank you, Arvid.

Speaking of people, while the cars are the main attraction at MCACN, the conversations are always fascinating. Every car owner has a story to tell, plus you're surrounded by some of the best restorers, top collectors, and other industry VIPs in the hobby. Ever wanted to chat Pontiacs with Scott Tiemann, Mopars with Frank Badalson, Fords with Bob Perkins, or Shelys with Colin Comer? They're there. If hot Camaros are your thing, Nickey's Stefano Bimbi and the Super Car Workshop's Brian Henderson are at the show. This year Jim Wangers was on hand to celebrate the end of the GTO's 50th year. Members of Chrysler's Golden Commandos drag race team were there, too, reliving old races and good times.

Several men who worked at

GM's Norwood assembly plant were at the show, sharing stories about what it was like to build the Camaros and other GM muscle that came out of that Ohio plant. These Norwood Retiree Ambassadors gathered in a display area that included a very early prototype Camaro, one devoid of most of the Camaro's badges so it could be dressed up for photo and TV shoots to resemble any of the many Camaro models available at launch.

Even with us devoting two stories to MCACN this year, there are inevitably cars that wind up on the cutting room floor but are worthy of mention nonetheless. A few of the MCACN entries that caught my eye:

Remember the Lambrecht Chevrolet auction of hundreds of new cars and trucks that had been stashed away in Nebraska for decades? One of those cars was at MCACN: a 1963 Impala with barely 11 miles on the odometer. Owner Gary Leidich cleaned up the car, rebuilt some of its components—carb, fuel pump, brakes—and put in a new battery and wiper blades, but otherwise left it alone, a brand-new but 50-year-old Chevrolet.

It's tough to beat an 11-mile car in the low-odo sweepstakes, but there were quite a few low-mileage restos (and originals) at MCACN. Last month we told

you about the 19,000-mile Hemi 'Cuda and the 4,718-mile AAR 'Cuda awaiting vintage certification. Also on the floor was an 11,000-mile 1971 'Cuda 440+6. Painted an unusual two-tone (with a painted top, not vinyl) and wearing wire-wheel covers, this unrestored original was a real rarity.

There are always notable drag race cars at MCACN. Two of my favorites were the Sox & Martin 1964 Comet—yes, Comet, from the days before they raced Mopars—and Dick Landy's altered-wheelbase 1964 Dodge, recognized as the forebear of the first funny cars.

Remember Larry Shinoda's prototype Boss Mustang that was on the cover of our Barn Finds issue in June '11 ("Long-Lost Boss")? When we last saw it, it was covered in dust and grime from decades of storage. Jerry Heasley wrote in his story that owner John Grafelman planned to restore the car after showing it in its barn-found state. Well, Larry's Boss was at MCACN, gleaming and looking like a car Shinoda would drive.

That's just the tip of the iceberg, folks. You gotta see it to believe it. This year's dates are November 21-22; visit mcacn.com for the latest info.

Drew Hardin
mcreview@sbcglobal.net

"This unrestored original was a real rarity"

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“PURE” STOCK?

Your article regarding the Pure Stock Drags wasn't entirely forthcoming (“10 Reasons Muscle Cars Run Faster Now,” Dec. '14). Specifically, the rules permit compression ratios that are 1.5 points higher than the original advertised compression ratios. Any competent person who has cc'd engines from that era knows that advertised compression ratios were exaggerations of the actual as-built state. Furthermore, overbores up to 0.070 inch are permitted. Not only does overboring increase displacement, but it also unshrouds the valves for better flow while simultaneously increasing the compression ratio.

The series also permits the use of aftermarket pistons, rings, bearings, multiangle valve jobs, and so forth. Some competitors extrude-hone their intake and exhaust manifolds, though that's policed at the Certified Stock level. Full locker differentials are also permitted.

Combined with the permitted modifications discussed in your article, in most cases it's entirely possible to increase actual engine output by 100-plus net horsepower versus actual production-line, as-installed horsepower.

Robert Angeli

Author Tom Shaw replies: Not sure what you mean by “wasn't entirely forthcoming.” You mean we tried to hide something? Yes, compression ratios up to 1.5 points higher than manufacturer's specs are permitted, just like NHRA, which served as both a partial model for Pure Stock Drags rules and a database. I didn't mention this in the article because in every teardown I've heard about and observed, the actual compression ratio is well under the limit, even in the fastest L88 Corvettes.

Yes, aftermarket engine parts are allowed, but they must conform to stock specs, or come very close.

Yes, 0.070 overbores are permitted, the intention being to allow blocks to remain operational even after a rebuild or two. The marginal pickup of a few cubes is not going to make a significant change in engine output, but cleaning up the cylinder walls and

STICKER SHOCK

Along with the amazing performance of modern day muscle cars (Editor's Note, Dec. '14) come equally amazing marked-up price tags from greedy dealerships. Back during the original wave of muscle cars, they didn't come cheap either. My 1969 Camaro SS396/375hp pony car had a MSRP of \$4,200 (without any dealership markup), which was twice what my now sainted father paid for a fully optioned 1969 Impala at the same dealership. Yikes!

Thomas E. Johnson

After Thomas sent us this photo of the \$20,000 “market adjust” add-on to a Hellcat's price, he spotted a Motoramic blog that told of a San Diego, California, dealer that put a \$150,000 “market adjustment” on a Hellcat, bringing its price to \$212,175. That dealer promptly removed the outrageous markup once the news hit the Internet.



getting a good seal with fresh rings will.

Extrude honing anywhere on the engine is not allowed and is grounds for DQ.

A lot of people have a lot of fun at the Pure Stock Drags. If it's not your thing, no prob. Don't go. And if you know of some other race where the cars are closer to stock, please advise.

WHY SO FEW FORDS?

I just received the December issue of MCR, and I continue to be disappointed. As a hardcore, diehard Ford Guy, I have to ask, what are you guys thinking? I had to go back to the May issue to find a real feature on a Ford performance car, Hubert Platt's Mustang (“Match Racer”). It's possible that I missed one or two, but I think you get my point. I'm tired of reading about the almighty Grand Mas and the sacred Mopars. More often than not, Ford soundly beat these poseurs on the race tracks, as well as building some great muscle cars for the street. I hope to see an improvement in MCR in the near future, otherwise I'll let my subscription run out and buy it on the newsstand if and when I see something interesting.

“Dearborn Jack” Kissling

Our coverage isn't as unbalanced as you claim. You apparently missed the R-code Galaxie 500 on the cover (!) of our June issue, the Mustang Twister Special on the cover of our November issue, plus assorted other features, tech stories, and columns

featuring Ford products during those months. And our January cover theme was all Ford.

As to your claims of GM and Mopar products getting “soundly beat” by Fords more often than not, I'll let our enthusiastic and always vocal readers weigh in on that one.



NEAR THE SUN

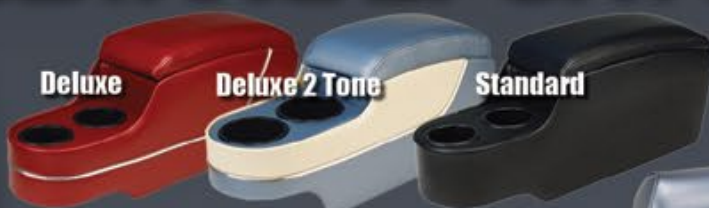
In the article on Michael Williams' 1973 Buick GS Stage 1 four-speed (Rare Finds, Dec. '14), you asked us to email you if we found one like it. Well, I've found one very close to it. In a book my wife bought for me several years ago, *Muscle Cars—The Meanest Power on the Road*, by Ben Klemenzson, is a 1973 Buick GS Stage 1 four-speed. Although it is not a Sun Coupe, it's claimed to be one of seven with the four-speed option. It appears to be dark blue in color. This one has Florida plates. Is it still there?

Myself, I own a 1969 Buick GS 400. It has 84,000 miles on it and was kind of a barn find—sat in the guy's garage for about 20 years. The motor was rebuilt, and the frame, floors, and trunk were mint, so I just had to have it!

Steve Fick MCR

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By Drew Hardin



Mecum Sells \$14.6 Million at First Austin Auction

Mecum Auctions ended the 2014 selling season on a high note with a first-ever auction in Austin, Texas, resulting in \$14,668,347 in total sales. More than 600 vehicles crossed the block, and 70 percent sold.

Top sale at the auction was the \$310,000 paid for a 2006 Ford GT with just 267 miles on the clock. The highest price paid for a classic muscle car was \$275,000 for a rotisserie-restored 1970 Hemi 'Cuda advertised as having a numbers-matching drivetrain and 44,000 miles on the odometer. A 1969 COPO Camaro with a numbers-

matching 427 sold for \$170,000; just behind that was the \$169,000 paid for a 1967 Comet 202 sedan, a remarkable, unrestored R-Code Merc with the 425hp 427/four-speed powertrain and 2,000 miles on the odometer.

Next on our radar is Mecum's massive Kissimmee auction, which this year will include the sale of many rare and one-of-a-kind muscle cars from Tim Wellborn's prized collection. Look for a full report in an upcoming issue.



Smokey's T/A Brings \$450,000



Career memorabilia belonging to actor Burt Reynolds—including costumes, awards, fine art, and other personal effects—was recently sold by Julien's Auctions in Las Vegas. The star of the sale was a 1977 Pontiac Trans Am, which sold for \$450,000. Though the auction company's press release described it as "the *Smokey and the Bandit* Trans Am," this car wasn't in the film but rather was used for promotional purposes and then given to Reynolds. Other items sold included Reynolds' *Smokey and the Bandit* jacket (\$34,375), a canoe from the movie *Deliverance* (\$17,500), his 1988 Golden Globe award (\$21,250), and an Emmy award from 1990-1991 (\$28,125).



Lunch With the Boss

Another name for David Snyder's latest painting could be *Lunch with Larry*, since the Boss Mustangs that populate these drive-in parking lots were the brainchild of famed designer Larry Shinoda. Snyder has reproduced the painting in a limited edition of 500 22x28-inch prints that are signed and numbered by the artist. To get yours, visit davidsnydercarart.com.



New Muscle Direction for PV Concours

The Palos Verdes Concours d'Elegance, held on a beautiful rolling bluff overlooking the Pacific Ocean in Southern California, has been mixing muscle cars with classics, antiques, vintage sports cars, and special-interest postwar cars for years. For the next show, to be held September 20, 2015, the muscle car class becomes American Horsepower Warriors, 1950-1970. This opens the field to cars that set the stage for classic muscle, including Oldsmobile 88s, Chrysler 300s, Hudsons, fuel-injected 1957 Chevys, 409s, 421-powered Pontiacs, and Wedge-powered Mopars. Those cars will be complemented by "a nice assortment of '64-'70 midsize muscle," says Paul Ginsburg, one of the show's managers. For more info, visit pvconcours.org. **MCR**

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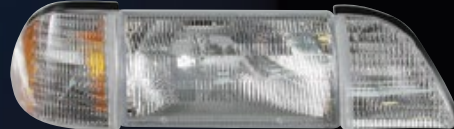
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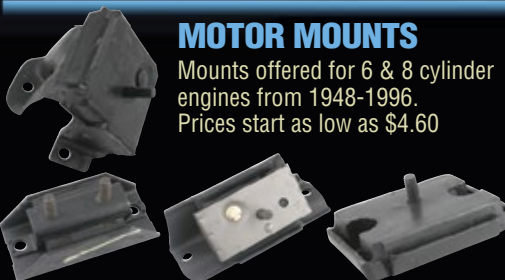
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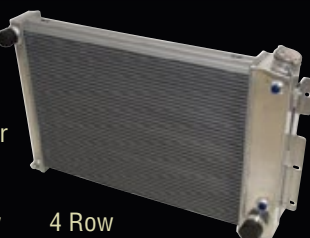
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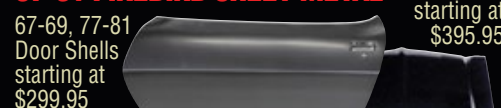
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THROUGH
1981

TEMPEST LEMANS GTO



1964
THROUGH
1972

By Jerry Heasley



“Maybe this ‘68 was a real Z/28?”

“He said, ‘You know, Mark. You’re the sixth caller. I could have sold this car many times over, but nobody believes me. There’s no Z/28 badges on the fenders.’”

Mark Helm was undeterred. He told Mike Wergin, “We’re just going to have to dig into that a little bit.”

Mark was the right person to do the digging. Ten years earlier in the middle of a midlife crisis, he started a restoration with a 1968 Z/28 “shell.” He says, “I went through the painstaking process of certification through Stefano Bimbi at Nickey Chevrolet in Chicago before starting a restoration.”

Turns out Mark had to track down an entire Z/28 driveline, not easy stuff for a beginner. By following “Jerry MacNeish’s teaching on what to look for,” Mark restored his 1968 Z/28 shell. In the process, he learned 1967-1969 Z/28s extremely well. Maybe this ‘68 was a real Z/28? Mark would be able to tell. The hang up was the Z was in Casper, Wyoming, 993 miles from his home in Hayward, Wisconsin.

Mark got his chance to investigate the Z/28 on a vacation to the Black Hills with his wife Cathy and a good friend. He persuaded them to detour through Casper.

Luckily, Mike was home. He was happy to show Mark the Z/28. They met at the “shed” where Mike parked the car in 1972. (Wergin bought the Camaro in 1970.)

“He popped the blanket off the ‘68 Z/28, covered in dust. The whole engine bay was covered in grease and dust and everything else,” said Mark.



■ In 1970, Mike Wergin leaded in new rear quarters, still in primer today. Apparently, the original owners bought the car to drag race and took out the original rear quarters.

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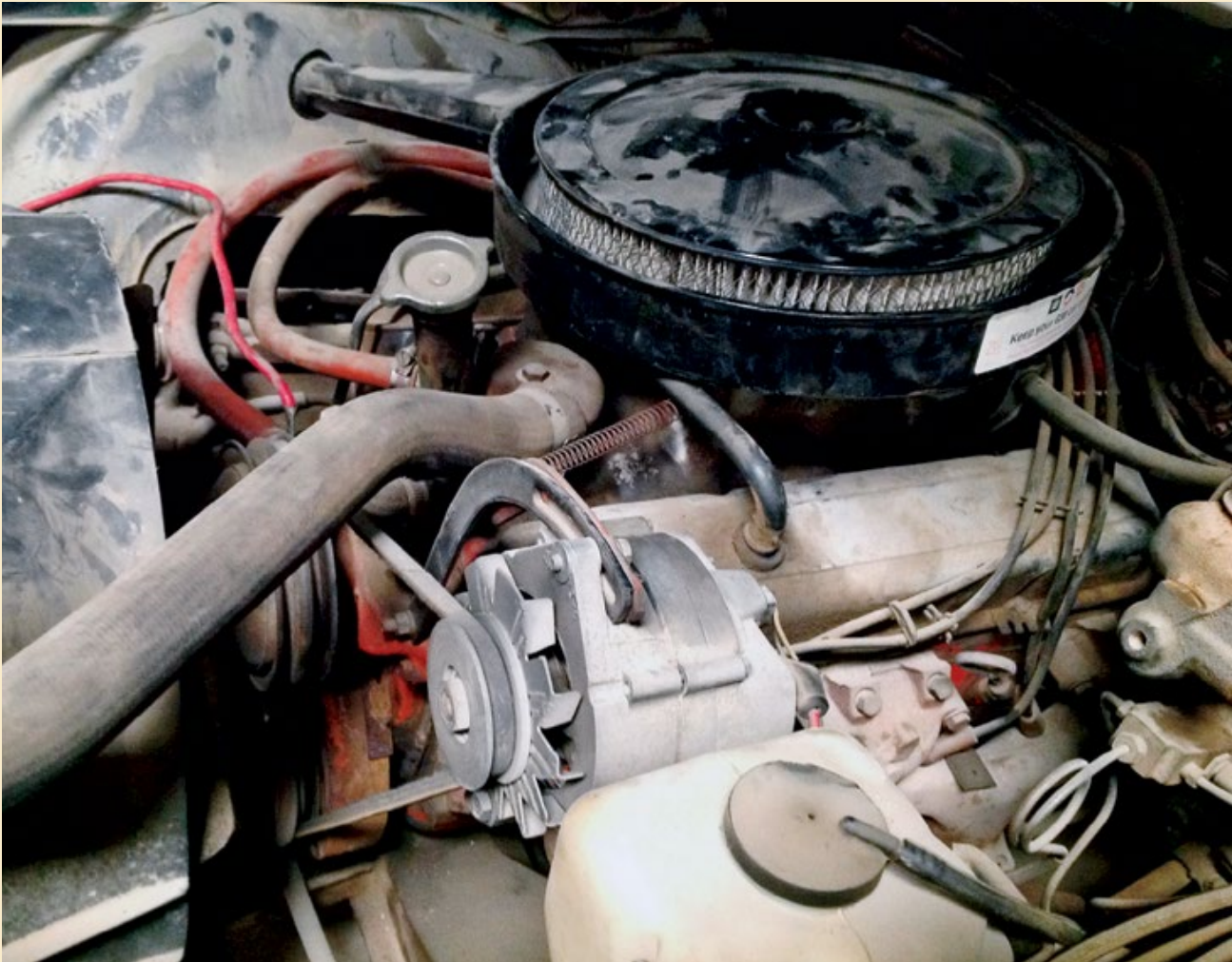
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CRYPTICZ



■ The engine is a matching-numbers 302 with engine code MO, as verified on the Protect-O-Plate. MO refers to the two-bolt 302 that was used in the 1967-1968 Z/28 only.

“At one stop, a bunch of kids from a tech school surrounded that car”



■ Mark Helm was elated with the deluxe white Houndstooth interior, very rare on a 1968 model.

The engine bay, despite the 42-year accumulation of dust, became a field of dreams for Mark. He put his decade of research to work.

"The 1968s are very, very cryptic Z/28s to prove," said Mark. "I started looking at all the numbers underneath this hood. And I thought, *My God, he's not kidding. This is a real Z/28.* I knew it in my heart. I saw the numbers on the carburetor, the numbers on the intake, the numbers on the brake booster, the numbers on the block, the master cylinder, even the fan. The fans are very, very particular on these 1967 and 1968 Z/28s. It was like everything I touched was turning to gold. Except for the smog pump, it was all there."

Although complete, the car had no paperwork and no Protect-O-Plate. The codes did add up to a real 1968 Z/28. Another telltale sign of a factory Z/28 was the air pressure sticker inside the glovebox. This sticker revealed 15x6 wheels, unique to the Z/28 of 1968.

Two weeks later, Mark and Cathy decided they should buy the car. Mark called up two buddies—Eric Rolland and Gary Hite—and the three of them took off to get the Z/28.

Mark said, "We never get together for three days like that because of all the responsibilities. We had more fun talking about old flames and old rides, and we just had a blast. I couldn't believe how much fun it was. Wherever we stopped people were all over that car. At one stop a bunch of kids from a tech school surrounded that car. They wanted to know all about it."

For \$23,000, Mark purchased a 1968 Z/28 in Rally Green with a white Hounds-tooth interior and a matching-numbers drivetrain. The body was rust free and the odometer read 46,000.

Before Mark left Casper, he asked Mike to call if he found "anything on this car."

"He said, 'I will, but the car was in my wife's name and we're divorced, so I don't think so.'"

Two weeks later Mark answered the phone. It was Mike.

"He says, 'Mark, you're not going to believe this. I have that Protect-O-Plate thing you were talking about.'"

Mike found the metal warranty tag in the bottom drawer of his gun cabinet while hunting for shells. Now Mark has his Z/28 documentation and is very excited to begin the restoration at Eric's Classic Auto in Baldwin, Michigan. **MCR**

Do you have a **RARE FIND** story to share? Contact Jerry Heasley at jerry@jerryheasley.com.

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HOMEGROWN HEROES

Terry & Bonnie Carstens 1967 Olds 4-4-2

OUR STORY BEGINS with our marriage in June 1968. She had a 1956 Chevy, and I had a 1954 Dodge. We decided we needed a better car, so in July we bought this 1967 4-4-2 convertible for \$1,900. The \$78 monthly payment was big. It reliably took us on moves from Lincoln, Nebraska, to Des Moines, Iowa, to Buffalo, New York, and back to our current home in Norfolk, Nebraska. My wife drove this four-speed Rally-Pac car to work for many years. Eventually the top got bad and it began to burn a little oil. Add to that the ever-increasing cost of gas and we decided to park it. It sat outside with a tarp over it for a couple of years, then in my mom's garage until I finally built an addition to our house that included additional garage space. I then parked the car up on blocks in the new space, where it gathered dust and parts for more than 20 years. I just couldn't bring myself to sell it.

About six years ago my wife convinced me to redo "the old car" before I was too old to enjoy it. I asked her if she had any idea how much time and money I'd have to spend? She said that she didn't care what it cost, just do it. I don't think many of us have a wife like that.

I had rebuilt the engine about 15 years previously, put it on an engine stand, and bagged it. I installed the engine, got it to sort of run, and took it over to my neighbor's house to work on the body, as he had more room, more tools, and more experience than me. He and I worked on the project when we could—days, evenings, and weekends for a little more than two years. I had in mind to do "20-footer," but as in most projects, the MAWs (might as wells) took over and the project included a fair amount of rust repair, new body bushings, and new or restored everything else.

After we painted and reassembled it, I took it out for a drive and it ran terrible. Checked the compression, and I had two low cylinders. I found I had bent



pushrods. Pulled the heads and found that the cast-iron valve guides had rusted. I had to get them replaced with bronze. I installed the redone heads then drove it a few hundred miles and dropped a valve. I pulled the head and found no real damage, so I

installed stouter valve retainers. Fixed that. Drove it a bit more then spun a bearing. More damage from rust. Pulled the engine and had somebody else fix that. Detailed and reinstalled the engine. Finally it runs OK.

The car draws lots of attention on the street and has won many awards. I even got an award at a show from Miss America in 2011. In 2012 we got a First Place award at the Oldsmobile Nationals in Des Moines. We got Best of Class at the 2013 Nats in Springfield, Illinois, which was a huge shock. My wife and I nearly fell out of our chairs. There were some gorgeous cars in that class, and I didn't think we had a chance. We scored 993 out of 1,000.

This is *our* car because, although my wife will not drive it, she's always ready to go to a show or just on a drive, and to this day she has never questioned any expenditures I've made on this ongoing project. I'm really lucky.



Ray Callan '1969 Camaro



HERE IS MY recent retirement project, a very rare color combination 1969 Camaro X-11 painted Burnished Brown and with a Parchment vinyl roof, 350 small-block, and four-speed. The car had been parked 31-plus years ago in a Bronx, New York, garage by a very close friend. Some old photos from 1978 show me and the second owner, John, changing out the original 350 small-block after a rod knock made itself known.

After the passing of John's wife Elsie to cancer and a minor fender bender that followed, the Camaro was parked in 1983. John and I stayed in touch over the years, even after my relocation to Oklahoma. To make a long story short, John and I shook hands on the sale of the car in July 2014. The Camaro was then loaded onto a trailer for its 1,300-mile trip from New York to Oklahoma.

Right now my primary focus is to get this day-two Camaro back on the road by spring 2015. A full restoration will be considered at some later date. What makes this a true day-two Camaro are the Cragar SS mags, Pro-Trac tires, Hooker headers, Edelbrock intake, Holley carb,

Moroso valve covers, and Lakewood traction bars, which are all so typical of a '70s street car.

By the way, the car only has 58,000 original miles, all from cruising the streets of Throggs Neck in the Bronx. I am so glad to now have the car in my possession. **MCR**



Is your car a Homegrown Hero? Share the story of how you rebuilt your ride, along with some photos of the car under construction and how it looks today. Email your stories and high-resolution digital photos to mcreview@sbcglobal.net, or mail them to *Muscle Car Review*, Homegrown Heroes, 831 S. Douglas St., El Segundo, CA 90245. We reserve the right to edit your stories, and photos cannot be returned.

ALL-AMERICAN MUSCLE

All-American Dream

One of the Earliest of the Trans-Am Javelins

By Geoff Stunkard



That Trans-Am racing coincided in growth with the exploding muscle car business was no accident. The series provided auto manufacturers their best chance to showcase the handling and acceleration of their top pony cars. As various makers became aware of just what the SCCA was promoting and the possible sales benefits, they stepped up with specifically outfitted package cars. For most historians, the highlight season for Trans-Am racing was the same one as that often considered the pinnacle of the muscle car: 1970.

With GM

models pushing displacements above 450 cubes, Ford's 429-inch monster in Boss and Cobra Jet formats, and Chrysler's new Six Pack 440 now an option in most models equipped with that engine (not to mention the Hemi), it was a big year for muscle engines. AMC had replaced the 343ci V-8 with its 360-inch version, and this and the 390 had new cylinder heads. For pony car enthusiasts, there were new introductions and redesigns to existing models—Camaro, Firebird, Barracuda, and Javelin. The latter had actually been in production since 1967, often overlooked by its two-seat AMX cousin.

AMC was in the business of making waves in 1970. The Rebel Machine became its midsize muscle car, and the Javelin SST and AMX models held their own in the pony car wars. The model had been restyled with a split grille and full-length taillight panel. If you ordered the performance Go Package, you also received a true cold-air engine induction layout with twin scoop openings on a centered



■ The Trans-Am Javelin featured a unique look. The wing was exclusive and the rear taillight was a one-year-only design.



■ The engine may not appear spic-and-span, but after 45 years since first being installed in the late fall of 1969 it is incredibly original.

■ The carb will be familiar to Ford fans, as it is a Motorcraft 4300, rated for 600 cfm and featuring a spread-bore configuration. AMC used this for the first time in 1970, and it was a vacuum-modulated model, meaning there was no kickdown mechanism.



“These cars were actually done primarily as product promotion”

AT A GLANCE

1970 TRANS-AM JAVELIN

Owned by: Larry Weymouth, Washington, MI

Restored by: Mostly original

Engine: 390ci/325hp V-8

Transmission: BorgWarner T10

Rearend: AMC 20 with 3.91 gears and Sure Grip

Interior: SST-level premium with black vinyl bucket seats

Wheels: 14x6 Magnum 500

Tires: E70-14 Goodyear Polyglas GT

Special features (standard on all T/A models): Heavy-duty suspension, front disc brakes, scooped hood, Trans-Am front and rear spoiler package

hood blister. The Go Package included front disc brakes, dual exhaust, and cooling and suspension upgrades, plus Goodyear raised-letter tires. Those Goodyears, F70-14 Polyglas GTs on 14x6 Magnum 500 road wheels, are on the very special Javelin you see here.

“I was actually trying to buy a 1970 AMX,” recalls Larry Weymouth now. Larry and his brother Mark own a collection of cars in the Detroit area. “My brother had one and I liked it; however, when I found out a friend of mine was after the same car, I backed down. Soon after that, I found out about this Trans-Am Javelin in Minnesota. I chatted with the owner on the phone, and we had a deal in about five minutes.”

The 1970 Trans-Am Javelin is somewhat

of an anomaly. Most think of production models with Trans-Am pieces as being done for homologation, but it has been determined by research that these cars were actually done primarily as product promotion. The Trans-Am Javelin Registry (tajavelin.com) states, “These cars are so rare that even the most dedicated AMC fanatics have never seen a Trans-Am Javelin in person.” The cars were batch-built by taking a small group of Javelins off the standard production line in Kenosha and modifying them with red, white, and blue paint, parts deletes (side moldings and bumper guards), and Trans-Am legal spoilers. But there was more than simple appearance changes.

Built in September 1969 and announced as limited to 100 examples from the very



■ The 1970 Javelin SST interior was upscale and clean in appearance, using a wood appliqué on the dash facing and upgrade seating. All Trans-Am models were identically built to SST (not AMX) comfort levels.

■ With noted engine builders Traco supplying powerplants, the late Ronnie Kaplan, who led the AMC Trans-Am program through 1969, was responsible for the wing design, which was angle-adjustable for downforce. Once Penske/Donohue took over, a tall deck-mounted ducktail version was used instead.

■ There were no special emblems to call out this model in 1970, just the options as listed and red-white-blue paint. These were not logo'd up as AMX models; only the normal SST and Javelin logos are present. So if a more mundane four-speed 1970 SST shows up with the interior options, start looking for paint clues.



start, the cars were all constructed identically, with 390/four-speed/3.91 driveline combos and special options as standard, like a Rim-Blow steering wheel, Hurst shifter, and 140-mph speedometer. The Trans-Am pieces appear to have been limited to the chin and deck spoilers. The cars received the same full warranty as other AMC products did. The final retail was \$3,995, and no options were offered. In the paperwork archives on the Trans-Am Javelin Registry website is a dealer notice stating that the factory invoice list was \$3,734.00 and actual dealer cost \$3,333.84.

So what is the big deal? For AMC, the real purpose for the cars was dealership promotion. Just as a new Hemi 'Cuda or Boss Mustang might be put on the show-

room floor to draw in customers who could be persuaded to purchase something else, AMC created the package to be used for advertising and onsite visibility. That it had also successfully called on Roger Penske at the end of the 1969 race season to do Trans-Am development work and run the company's existing SCCA racing program made them more important.

For Larry, the big attraction was the car's rarity. "In most cases we look for rare high-performance cars we think would be fun. I even have a Super Stock AMX among the AMC cars we own. We like to use them; we enjoy racing the cars at the Pure Stock drags, so we keep all of the cars in good tune. Due to its original condition, this car made a couple of laps there on the stock

■ The 8,000-rpm tach and floor-mount Hurst shifter with ball knob all helped in making this car a standout in terms of performance appeal. Today, the fact that just 100 were built adds to its attraction.

tires. The motor has never been out of the car; it has about 80,000 miles on it."

The T/A Jav has been repainted once, after a run-in with a deer during its life in the upper Midwest in the early 1980s. (One front quarter was also replaced). However, the interior and engine bay are original, and the car is very solid. Moreover, this is considered, based on the VIN, to be the second-earliest example known to exist. The first reportedly went to Penske but was never converted to full-race trim.

"These cars can look good sitting in somebody's showroom, but they can be a lot of fun on the street as well," says Larry. In an age when so many classics are in mothballs, the Weymouths have found a way to still enjoy them, the All-American way. **MCR**

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HaulMaster
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Item 66911 shown
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CENTRAL MACHINERY
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LOT NO. 95578 69645/60625
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LOT NO. 69034 60728
Item 69034 shown
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Item 68892 shown
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LOT NO. 66783/60581 60653/62334
SAVE 62%
\$29.99 ~~\$49.99~~ REG. PRICE \$79.99
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Without a doubt, the 1970 AMX gracing these pages is a great example of a classic American muscle car. It's also one of the more understated you're apt to encounter, and truth be told, that's the way a huge number of the genre were delivered when new. These days, however, it's the brightly hued, striped, multicarbed and/or massive engine iterations that seem to garner all the glory. We even admit to inadvertently playing a role in propagating the myth that most muscle cars were such top dogs, largely because they are the cars that get the bulk of the extensive and expert restorations we like to cover.

So it turns out that Tony Lucas' AMX is a reality check of sorts, representing the way it really was back in the day and highlighting the quality that can be achieved by an enthusiastic hobbyist given adequate time and money. Barring a handful of carefully chosen and nearly transparent deviations, this car is the way it was delivered in 1970, from the base 360-inch V-8 to the BorgWarner automatic and metallic dark green paint. Fact is, we give Tony props for resisting the temptation to turn it into something "better," at least from the perspective of doing things the factory could have done but didn't.

Tony was full of enthusiasm, but not much experience, when he

Two Seats,

found and bought his AMX from British Columbia resident Glenn Porter in 2002. It was the realization of a long-held dream, but it would be several years before his financial resources allowed for the heavy lifting to begin. In the meantime, Tony put on his detective hat to uncover the car's history, eventually linking up with original owner Paul Rodet.

Paul bought the AMX new in Costa Mesa, California, near Cal State Fullerton, where he worked as an administrator. Surprisingly, Paul actually lived 350 miles away in Hurricane, Utah, for several

This AMX Has Covered Plenty of Ground

By Eric English



"Cruising near 100 mph made the trips go quicker"

Will Travel

years while at the university, and he commuted in the AMX. On Monday he would drive to California, stay the week, and make the long drive home to Utah on Friday. He related to Tony that cruising near 100 mph made the trips go quicker, and that the AMX handled very well. The car went with the Rodet family when they moved north to the state of Washington, but it was eventually sold and later migrated a bit farther north to British Columbia, Canada, during the '80s.

Though perhaps short on flash, the AMX is equipped in a

manner worthy of high regard. In short, all 1970 AMXs were well equipped, with either 360ci or 390ci V-8s, bucket seats, floor shift with console (for models with automatics), woodgrain dash and trim, a 140-mph/8,000-rpm tach cluster, a Rim-Blow steering wheel, and Magnum 500 wheels. To that list, Tony's car was optioned with air conditioning, AM/FM radio, power front discs, power steering, a tilt column, the Visibility Group, and a Twin Grip limited slip, options that were quite fitting for long-distance traveling comfort.

Restoration commenced in 2007, with Tony, a self-described newbie, disassembling, photographing, bagging, and labeling every part. After professional stripping to bare metal, the methodical and detailed return to glory began. Tony had chosen 360 Fabrication for the bodywork and paint, and the bare unibody was quickly whipped into shape by Gary Loewen and readied for the spray booth. There, Dan Rodrigue applied the two-stage R-M finish in factory Glen Green Metallic.

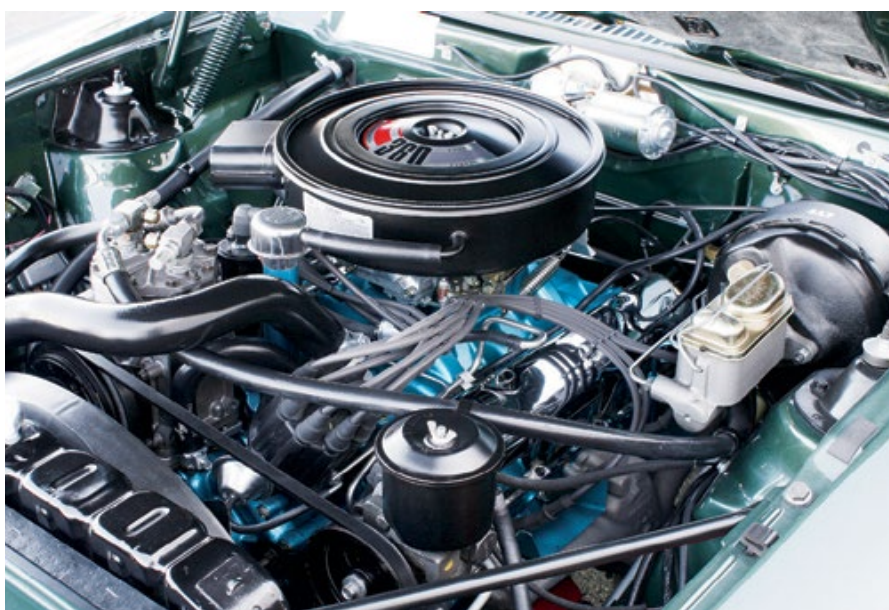
Once back in Tony's garage, the refinishing, rebuilding, and reinstalling of the parts began. The blasting cabinet he bought specifically for the project became a best friend, and Tony did an impressive amount of work himself. Professionals were called upon as necessary for the rebuilding of mechanicals, such as the



■ The 1970 model year saw the lowest production volume for the two-seat 1968-1970 AMX, with a total of 4,116 built. Fewer than 40 percent came with the 360; the remainder received the optional 390.



■ The taillight assembly was all new for 1970 as well. We like the cleanly integrated backup light in the center.



■ New for 1970 was this 360ci four-barrel engine rated at 290 hp and 395 lb-ft of torque. AMC experts will catch Tony Lucas' subtle mods, but few others would. Alterations include an aftermarket intake and carb, a shortened air cleaner snorkel, '71 exhaust manifolds, and the chrome valve covers, which were exclusive to the 390 engine.



■ The AMX (and its cousin Javelin) got a major facelift for 1970, yet the grilles are substantially different between the two. The result is that the '70 AMX grille is unique unto itself. In an odd twist, Tony ran into a former owner of his car at a show in 2012, who explained that he'd purchased a N.O.S. grille from a local AMC dealer in the '80s after the original was damaged. Tony found receipts showing the cost was a mere \$79.65, a fraction of the going rate today, if you could find one!

AT A GLANCE

1970 AMX

Owned by: Tony Lucas, Abbotsford, B.C., Canada

Restored by: Owner; 360 Fabrication, Abbotsford, B.C., Canada; Amark, Jacksonville, FL

Engine: 360ci/290hp V-8

Transmission: BorgWarner M11B automatic

Rearend: AMC Model 20 with 3.31 gears and Twin Grip

Wheels: 14x6 Magnum 500

Tires: 235/60R14 BFGoodrich Radial T/A

transmission, steering box, and radiator; for rechroming and vacuum-plating of various trim pieces; and for restoring the steering wheel and interior woodgrain, the latter by Mark Shufford of Amark.

Under the hood, Tony stayed true with the original 360 but improved its performance with stealthy mods that only a practiced AMC eye will detect. Porter, the former owner and a drag racer, showed Tony the ropes of rebuilding his first engine. The bottom end is all stock save for some deburring, chamfering, and ARP rod bolts, while the cylinder heads were

treated to a mild port and polish. An Edelbrock Performer intake is nearly invisible after being painted a proper AMC blue, as is a Holley 670 thanks to the stock air cleaner—albeit with a modified snorkel. A Comp Cams 268H hydraulic grind bumps stock-sized 2.025/1.68 valves, and the 1971 exhaust manifolds are better flowing than their 1970 counterparts.

It all adds up to more fun behind the wheel, and Tony has the time slips from Mission Raceway to prove it. If 14.3 at 96 mph doesn't exactly blow your mind, remember this is from a smallish 360 cubes,

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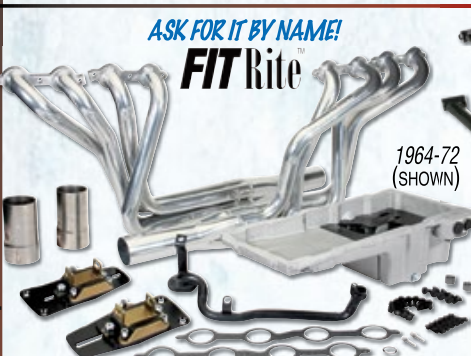


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■ Not only has Tony driven the car to shows and cruises, but he has also put it on the dragstrip, earning a 14.3-second/96-mph timeslip. Not bad for a 360/automatic with tall rearend gears.



■ The two-spoke Rim-Blow wheel was new for 1970, which Tony had restored by The Rimblow Buddy in Glendale, Arizona.



■ Standard equipment for 1970 AMXs were 14x6 Magnum 500s with trim rings, with 15x7 slot-style wheels optional. Tony took great care to duplicate the factory textured/iridescent charcoal paint on the Magnums, and snagged rare N.O.S. center caps and trim rings.

and hampered by the 2.87 rearend ratio that suited the original owner's freeway flying so well. Tony has yet to run the car since swapping to a considerably lower 3.31 gearset, but we'd expect at least a couple more tenths will be trimmed from the e.t.

Beyond a few passes at the track, Tony enjoys driving his AMX to local shows, cruises, and on simple weekend spins. It's surely in keeping with the history of a car

that was driven many miles as an everyday muscle car, just like tens of thousands of others in the era. Tony reports that the odometer on the car read 107,000 miles at the start of the restoration, so it is clearly well traveled.

In the summer of 2014, Tony embarked on his own significant road trip with his AMX. He rolled up 7,500 miles traveling the U.S. to attend several significant AMC shows. Much as it would be cool to

report this was all done under the car's own power, it was actually trailered. We get it; that's a lot of miles and risk to expose one's pride-and-joy to. Tony says the trip was as much fun as you'd imagine, hitting the streets at local events, meeting new friends, and seeing other great cars. No doubt his AMX stood tall no matter the venue, and without a bold color or racing stripe in sight. To that we say, "Well done." **MCR**



■ Other than bodywork and paint, Tony did most of the restoration in his garage.

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The note was short—and a bit awkwardly written—but to the point: “Ran across a story on the Super Stock AMX here in Orange County. Shirley Shahan, Hurst in Michigan will give us all their dyno development figures and results concerning all the components used, all the figures which were outstanding that they achieved for drag test intro type story. The car with regards to class is running way below the record which is confidential and the people at Hurst do not want NHRA to know about it at this time. This is an ideal story for our readers. By using the Hurst R and D figures and results, our story would far surpass anyone else who might take the car out for a technical drag test arrangement.”

That note, from *Car Craft*'s Dick Day to Editor John Raffa, planted a seed for “Super Gee,” an article in *CC*'s June '69 issue about

the storied SS AMX cars. We found the note in the story envelope that was turned in when the article was written. We also found dyno graphs, parts lists, and other documents charting the development of these limited-edition drag cars.

In early 1969, 52 cars were pulled off AMC's Kenosha assembly line and sent to George Hurst's facility in Michigan, where they were prepped to race in NHRA's Super Stock classes. All were Frost White 390/four-speed cars. Hurst's workers stripped them of unnecessary components and then upfitted them with aftermarket parts to make them race ready.

The car that appeared in *CC*'s story was the prototype AMX used to develop that parts list. It was taken to California for a press event at Riverside Raceway and driven by the Drag-On Lady, Shirley Shahan, who had recently been signed by AMC

SUPER STOCK AMX

Inside AMC's 1969 Drag Race Program

By Drew Hardin

Photos courtesy the Petersen Archive



■ Shirley Shahan demonstrates the prototype Super Stock AMX at Riverside Raceway in February 1969. “Shirley, who just stepped out of an SS/B Hemi Dart, says that the short-wheelbase AMX really moves well off the line,” wrote *Car Craft*.

(along with her husband and chief wrench, H.L.) to race in support of the factory.

“The general concept for a Super Stock car had come out of the same day-long meeting that produced the wildly selling AM SC/Rambler,” wrote A.B. Shuman in CC, “but it took a two-week series of engine and vehicle tests in December of ‘68 to determine whether or not it could really be done.”

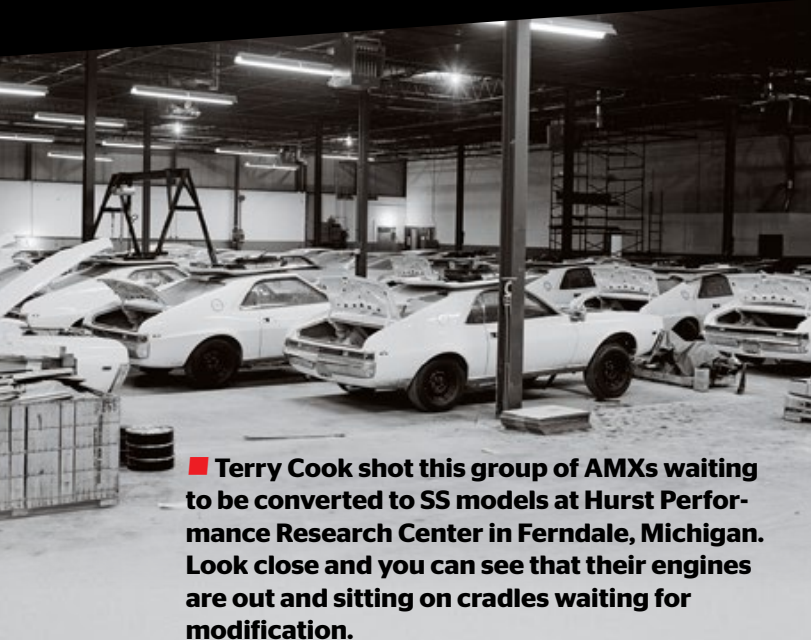
The dyno charts were faded and hard to read, but they show a series of pulls that took place at Crane Cams in Florida. The first chart, dated December 2, 1968, indicates a horsepower peak of 281 at 4,500 rpm and 376 lb-ft of peak torque at 3,000 rpm. No modifications are noted on the chart; we’re guessing that was a baseline run—and a few horsepower shy of the 390’s factory 315hp rating.

A run on December 4 looked more promising, with horsepower peaking at 370 thanks to the addition of 12.4:1 pistons, an Isky 550 cam, heads ported by Hurst, an Edelbrock 4RB intake manifold, a Holley 3916 three-barrel carb, and 1¾-inch headers. But there’s an ominous note at the bottom of the chart about “oil system failure. Capacity too low for engine demand.” A day later the patched-together 390 saw 490 hp and 431 lb-ft of torque, numbers that improved to 503.6/437 a day later.

On December 7, the 390 was fitted with a Crane R274/393 cam, an Edelbrock SRT-11 Tunnel Ram intake manifold, and a pair of Holley 4210 615-cfm carburetors. Peak power rose to 506 hp and 453 lb-ft of torque. This combination, with the addition of a set of Crane heads, eventually put out 516 hp at 6,800 rpm and 458 lb-ft at 4,800 rpm.

“The general concept for a Super Stock car had come out of the same meeting that produced the AM SC/Rambler”





■ Terry Cook shot this group of AMXs waiting to be converted to SS models at Hurst Performance Research Center in Ferndale, Michigan. Look close and you can see that their engines are out and sitting on cradles waiting for modification.

■ Attending the press event at Riverside were (from left): AMC's VP of Marketing Bill McNealy, Shirley Shahan, George Hurst, and H.L. Shahan.



“Maximum power could be increased to 526 hp if the Hurst prepared heads were used”



"It should be noted," wrote Hurst's Bob Tarozzi in his summary of the test results, "that the eight-barrel power runs were made with the Crane heads. Maximum power could be increased to 526 hp if the Hurst prepared heads were used in conjunction with the eight-barrel inlet." In addition to port work done by Hurst, its heads had 2.065/1.74-inch valves, compared to the

2.00/1.68-inch valves in the Crane heads.

That motor was then dropped into the prototype and readied for strip testing at Miami Dragway. Behind the 390 was a close-ratio T10 four-speed manual with a 2.65 First gear and 4.44 cogs in the rearend. The chassis was left pretty much stock. Hurst had ordered special rear springs but they did not arrive in time to be track tested. Despite that handicap, the car ran 11.50 seconds at 125 mph, numbers that were not in Shuman's article as they

were "still classified" at the time. With the proper springs, wrote Tarozzi, "the potential ¼-mile performance figures for this vehicle would be 11.0 sec. at 127 mph."

He wasn't far off. According to Mark Fletcher and Richard Truesdell's excellent book, *Hurst Equipped*, Shahan clicked off a 10.97/125.69 run at the 1969 Super Stock race at OCIR. East Coast racer Fred Dellis ran an 11.08/127.11 pass to set an AHRA record that same year. **MCR**



■ All of the production SS AMX models were ordered with charcoal vinyl upholstery and factory instrumentation, though all were also radio- and heater-delete cars.



■ Much R&D work at Crane Cams went into the modifications made to AMC's 390 V-8. Though the engines in the production versions were shipped with the performance parts, race teams had to do their own blueprinting and tuning.



■ Shirley and H.L. Shahan had much success racing Mopars through the mid '60s. Getting them in an AMX was a real coup for AMC. "What a neat car, and so fun to drive!" she told *National Dragster's* Phil Burgess.



■ The fiberglass hood scoop on the prototype did not make it onto the production SS AMXs.

Reliving a First Muscle Car

By Eric English



Twice Stung

If someone were asked to picture a classic muscle car in his mind's eye, precious few would conjure up a 1971 AMC Hornet. The Hornet was an economy car, no? Well, in the vast majority of cases, yes. In fact, it was about as eco-friendly and boring a car as cars got in the early '70s. Your average AMC Hornet would be packing nothing more than a woeful-sounding 232-inch inline-six, but of course average isn't our shtick here at *MCR*.

It turns out that average isn't John Matthew's cup of tea either. Never has been, and never will be. You see, John was a young man in Winnipeg, Manitoba, in search of his first new car back in April 1971. He somehow strayed into the local American Motors dealer, and what do you know? A Hornet there immediately interested the 23-year-old, a car very much like the one you see here.

What John encountered that day was a one-year-only special model from AMC, known as a Hornet SC/360. The one John bought after completing an impressive test drive was an Electric Blue beauty replete with a 285-horse four-barrel 360, a close-ratio T10 four-speed, and a 3.54-geared limited slip. What John had discovered was the very definition of a budget muscle car. Call it a junior muscle car, if the shoe fits. Not only was the Hornet relatively inexpensive to purchase due to its modest credentials, but it was also relatively inexpensive to insure. The latter was of no

small consequence to many buyers of the day, as insurance often represented a make-or-break for the budget of a young buyer hankering for a legit performance machine.

AMC certainly wasn't the only game in town at the time, but it seemed a pretty good one to the editors at *Hot Rod* magazine when they put a 1971 SC/360 through its paces for the December 1970 issue. While much was made of the car just sneaking under certain insurance agent trigger points, such as weight-to-horsepower, and horsepower-to-cubic-inch ratios, just as much attention was paid to the actual performance of the Hornet. The editors were impressed, including John Dianna, who wheeled the auto-trans-equipped tester to a 14.80 at 94.63 mph in bone-stock form. The story predicted that with little more than a rejet and re-curve of the carb and distributor, high 13s would be likely from the svelte little 3,200-pound package. Beyond straight line prowess however, the Hornet was praised for its handling and braking. "Unbelievable. I think it's some great little car!" was one of the quotes.

But for John, the Hornet wasn't just a play thing, it proved to be a rewarding daily driver for 3½ years and more than 100,000 miles. John had a sales job that covered the whole of western Canada, and he reports that the Hornet "served in the hot summers, worked in minus-40-degree winters, and never once let me down." He related that it did pretty well during weekly forays to



■ SC/360s were of a high trim level per AMC standards, akin to SST trim on lesser performance models.

“What John had discovered was the very definition of a budget muscle car”



Introducing a sensible alternative to the money-squeezing, insurance-strangling muscle cars of America. The Hornet SC/360.

The Hornet SC/360 lists for only \$2,663*. Which is surprising when you consider what the September issue of Motor Trend had to say about it:

The SC/360 is just a plain gas to drive. It has lightning quick performance...It handles like a dream, especially on the TransAm road course at Michigan International Speedway where we had an opportunity to test it.

A 360 CID V-8 engine with 245 horsepower is standard.

So is a 3-on-the-floor, all synchromesh transmission. A heavy-duty clutch. D70 x 14 Polyglas™ tires. 14 x 6 mag style wheels. Space saver spare. Rally stripe. And individual reclining seats.

To make it even gutsier, the SC/360 also comes with a long list of options.

Among which you'll find a 4-barrel 360 V-8 that develops 285 horsepower. An all synchro 4-on-the-floor with Hurst shifter. Ram air induction with hood scoop. 3.54 or 3.91 rear axle with Twin-Grip. Dual exhausts. White letter tires. Heavy-duty suspension. And a big tach.

But even with the added cost of these options, the SC/360 ends up with a lower list price than most of its bigger, muscle-bound competitors.

And because of its standard 12.5:1 weight-to-power ratio, insurance on the SC/360 ends up lower, too.

As a leading car magazine has said, "The day of the heavy 400-cube, 400-horsepower supercar may be just about over."

Manufacturer's suggested retail price. Federal taxes included. State and local taxes, if any, destination charges excluded.

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Keystone Dragways as well, where he enjoyed running the Hornet in Pure Stock. At some point during his ownership, John moved to Vancouver, B.C., got married, and ended up leaving the country for a six-month trip. In light of the traveling and mileage on the car, his much-loved Hornet was sold.

In the ensuing years, John became a successful businessman and raised a family, and, during the late '80s/early '90s, enjoyed a couple of 5.0L Mustangs. The memories of his Hornet and other period classics burned strong, however, and in 1995 he bought and started restoration on a 1970 AMX. Once finished, John did the show routine and met a fellow who was impressed enough by the sporty two-seater that he inquired about buying it. John declined Doug Johnston's offer but mentioned his desire for another 1971 SC/360. The two exchanged contact information, and eight months later John received a call from Doug to alert him that he'd found an SC for sale. Was John interested? You bet!

The Hornet needed plenty of work, but John was amazed to find the basics of the car were just like the one he'd bought so many years ago. Both were blue, Ram Air/four-barrel/four-speeds, with only minor differences in optional equipment. John dug into the restoration with zeal, and had friend Terry Firestein work over the body. Upon completion, the Hornet was rolled over to Auto Image in Surrey, B.C., where Norm Green sprayed



**“Unbelievable.
I think it’s some
great little car!”**

AT A GLANCE

1971 HORNET SC/360

Owned by: John Matthew, Surrey, B.C., Canada

Restored by: Owner; Terry Firestein; Auto Image, Surrey, B.C.; Lee Baxter

Engine: 360ci/285hp V-8

Transmission: BorgWarner close-ratio T10 4-speed

Rearend: AMC Model 20 with 3.54 gears and Twin Grip

Wheels: 14x6 front, 15x7 rear AMC slot-style rally

Tires: 205/70R14 front, 245/60R15 rear BF-Goodrich Radial T/A

Special parts: Go Package (four-barrel engine, Ram Air, dual exhaust, tachometer, heavy-duty suspension, quick-ratio steering)

a truly electric new two-stage topcoat. Lee Baxter handled the upholstery and door panels, at which time John also had cloth centers added to the stock style vinyl. The fully reclining split bench is an AMC standard, surprising in that such a feature was wholly unexpected for the time.

The original engine had gone missing at some point in time, but John was pleased when he found a 360 from another genuine 1971 Hornet SC. He rebuilt it with predominately stock components but couldn't resist a PerTronix ignition, a mild hydraulic cam, a performance valve job, and strict attention to blueprint specifications. A handful of other mods throughout the car make it either more like John's first SC, or more fun to drive. Beyond the cloth seat centers, John went with a 1972 AMC sport

steering wheel and carefully integrated an Auto Meter tach into the dash cluster since the original didn't work with the Ignitor III ignition.

It took John 10 years to finish his Hornet, performing the bulk of the work himself in his home garage. It now teams with the AMX for a terrific pair of AMCs, one being readily recognized, the other being a first sighting for many. While neither sold in big numbers, we're certain the Hornet's survival rate is among the lowest of the muscle car era, making the term “few and far between” a veritable understatement. That's OK with John, as the SC/360 never fails to draw an inquisitive crowd who are ignorant to this little slice of muscle car history. They usually leave John's car thinking of Hornets in a whole new way. **MCR**



■ The hood scoop, functional on John's four-barrel 360, is unique to the 1971 SC/360.



■ John reports that bucket seats weren't available on SC/360s, but the standard reclining/folding split bench was quite versatile.



■ The base engine for a SC/360 was the 245hp two-barrel 360, but both of John Matthew's cars have been of the 285-horse four-barrel variety, and both with factory Ram Air. It's pretty well stock save for a dealer optional Group 19 aluminum intake made by Edelbrock and cast with an AMC part number. A 780-cfm Holley was paired as an over-the-counter package, but John opted for a more street friendly 670-cfm unit.



■ John's first Hornet SC/360 was equipped with the slot-style AMC rally wheels seen here, while this second Hornet came with optional mag-style Magnum 500s. In homage to his original car, John went with the rallies, opting for 15-inch-diameter versions in the rear to better fill the wheelwells.



■ The SC/360's interior was mildly upgraded with a 1972 AMC sport steering wheel and an Auto Meter tach.



Part 5: Windshield & Back Window Install

BASKET CASE CHEVELLE

By Mark Ehlen

Our Basket Case Chev-
elle project car—a 1970
SS396 that was literally
delivered to Muscle Car
Restorations in Chip-
pewa Falls, Wisconsin,
in crates and baskets—is getting new glass
all around as part of its restoration. Last
month we covered the installation of the
side-window glass; now it's time to install
the windshield and back glass.

Whoever took this car apart must have
decided that new glass was in order, as
neither came with the car. It's just as well,

really, as original windshields are rarely
worth saving. Anyone who has ever had a
windshield replaced in a daily driver can
attest to how dull a windshield can get in
just a few years.

The back window, on the other hand, is
spared most of the dirt, bugs, salt, gravel,
and other road debris, so it might be pos-
sible to return it to near show quality with
a good polish. But since all the other glass
in the car will be new, a new back window
is really the best bet in this case.

This story will depart from our usual
practice of explaining how readers can do

this themselves. But first, a bit of history. Bu-
tyl tape was often used in the '70s and '80s
by the OEs and the glass replacement in-
dustry to bond auto glass to the car's body.
By about the mid '80s, structural adhesive
kits became available for replacement work,
though butyl continued to be used after
that. Today virtually all auto glass is bonded
to the car with structural adhesives at the
factory, and the use of butyl tape, even for
replacements, has long been discouraged.
The national Auto Glass Replacement Safe-
ty Standard specifically states that autos
licensed for road use, even cars originally



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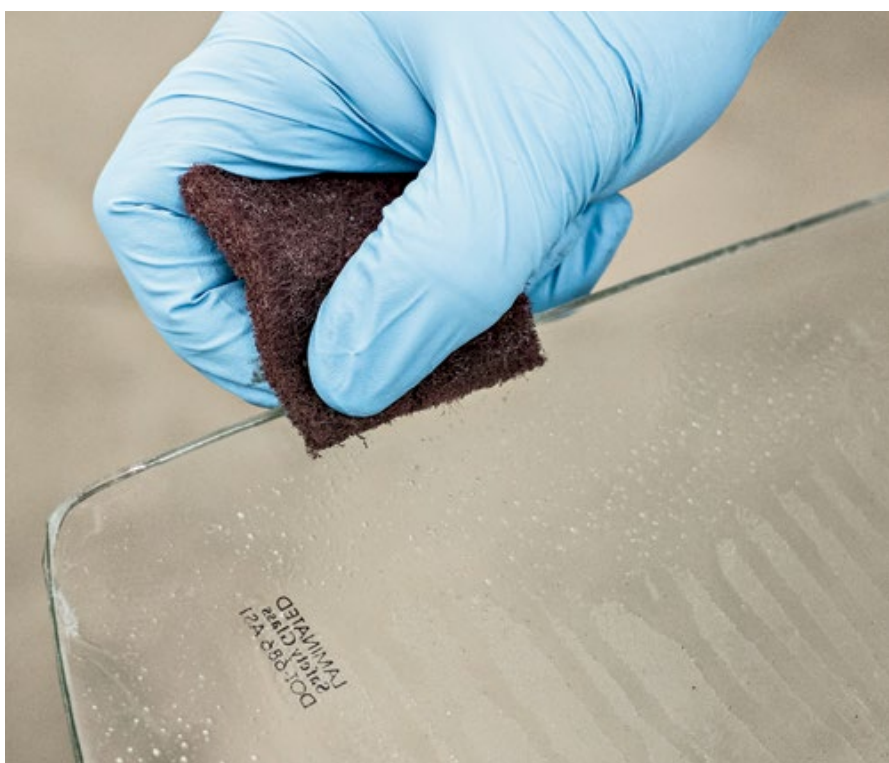
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1 The first thing that's done with a windshield that has an antenna wire is to tape it to the outside of the glass so it doesn't end up on the wrong side of the glass once installed. That's a mistake you do not want to make.



2 Auto Vision Center (AVC) in Eau Claire, Wisconsin, was chosen by Muscle Car Restorations to install the Chevelle's windshield and the back glass, which were supplied by Original Parts Group. AVC starts the installation by cleaning the sealing surfaces on the glass and the car using Dow Betaclean GC-800 glass cleaner along with a Scotch-Brite pad. The techs at AVC use Dow Automotive adhesives and believe it is best to use a single manufacturer's adhesives, primers, and cleaners, but any professional glass cleaner will work. The Scotch-Brite removes contamination from the glass to allow proper adhesion.



3 After the Scotch-Brite pad, the car surface is cleaned with the glass cleaner to be sure the surface is free of debris.

“Original windshields are rarely worth saving”



4 About a 3/8-inch-wide coat of Dow Betaprime 5504G all-in-one primer is applied to the bonding surface of the glass. Once dry, a second coat is applied to ensure complete coverage.



5 A single Betaprime coat is also applied to the painted bonding surface on the car. Coat the full width of the surface to ensure that the glue will contact only the primer when the glass is set in place.



6 A peel-and-stick, 6-mil foam dam is applied around the windshield on the inside edge of the primer. This keeps the glue from oozing into the viewing part of the glass, provides a nice clean edge as seen from the outside, and properly spaces the glass from the car to obtain the ideal glue thickness. The dam should be $\frac{5}{16}$ inch from the edge of the glass.



7 The urethane glue gun uses a special tip with a "V" cut out of the side to lay down a wide base with a narrow peak at the top.

manufactured with butyl tape, should be changed to a manufacturer-approved or equivalent structural adhesive.

But these structural adhesive kits are generally only available to the commercial repair market, so the normal car guy really doesn't have access to these materials. You can choose to do it yourself with butyl, but this is not in keeping with most automobile manufacturer's recommendations and is

contrary to the national Auto Glass Replacement Safety Standard for most installations.

Given the safety considerations, installation by a professional auto glass replacement company is recommended. If you choose to do the installation yourself, get a professional recommendation on the proper adhesive system, and then obtain and follow that adhesive manufacturer's current installation instruc-

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Some parts are not legal for sale or use in California on any pollution controlled motor vehicle.

8 The height of the windshield is set by one of these stops on both ends of the cowl. It is a very good idea to set the glass in place using some foam scraps to be absolutely certain that the stops are in the right place. Side-to-side placement is adjusted by the installer.



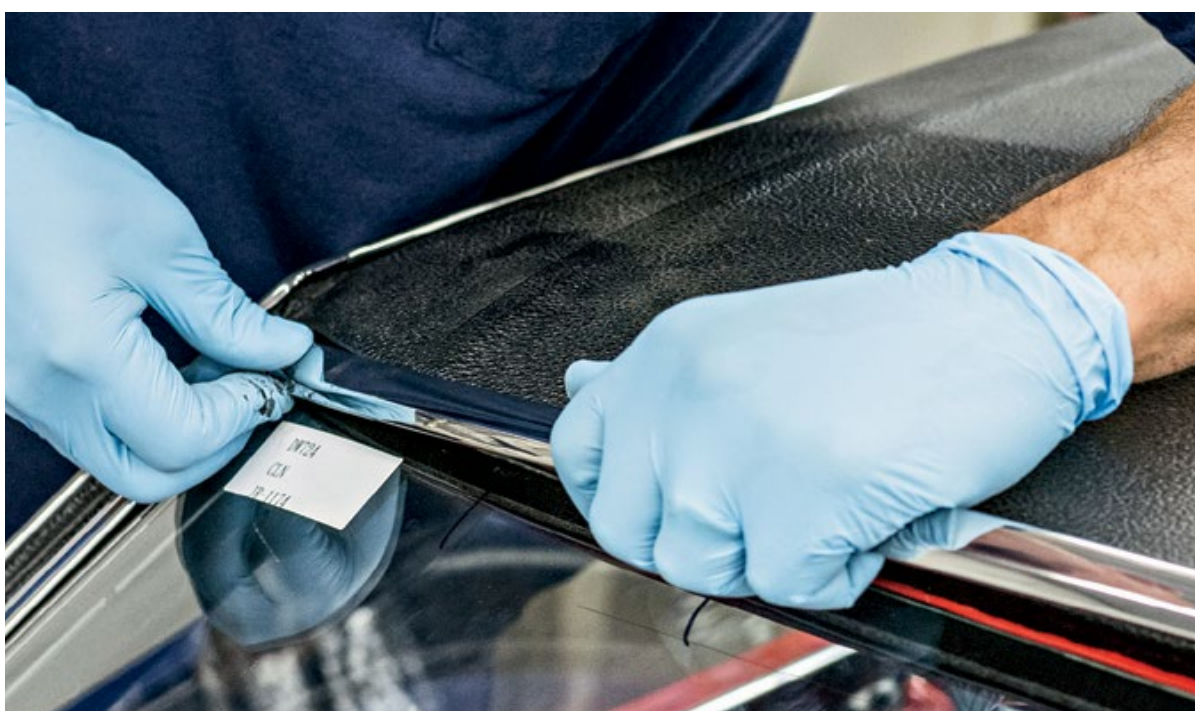
11 When done correctly, there should be little to no glue oozing out from the edges. A little to the outside is acceptable because it will be covered by the trim. See how the foam dam makes a nice clean edge on the inside.



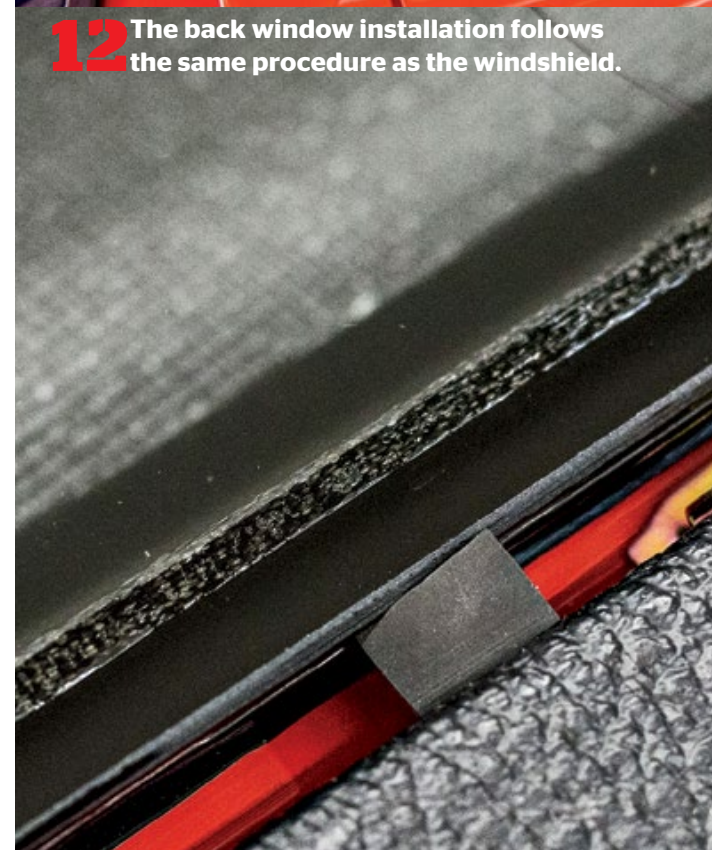
9 There is about a 10-minute window to place the glass in the car. The windshield must be set down before the glue skins over. Note that the chrome trim clips are in place when the glass is set. Why?



12 The back window installation follows the same procedure as the windshield.



10 The chrome window trim is installed immediately to be sure that it fits correctly and lies flat against the glass while there is still some time to shift the glass in the opening.



13 The only difference between the windshield and back glass installation is a lack of stops in the backlight to set the height of the glass. A pair of these small rubber blocks holds the glass in position until the

“The normal car guy really doesn’t have access to these materials”



SOURCES

Auto Vision Center
715/834-5277
autovisioncenterec.com

Muscle Car Restorations
715/834-2223
musclecarrestorations.com

Original Parts Group, Inc.
800/243-8355
opgi.com

glue sets. However, they are not put in place until the window is in so that they don’t get knocked over or somehow get into the glue. Once the glue sets, they are removed and the trim is installed as in the front.

tions for the adhesive being used.

What’s wrong with butyl? It’s not as strong as a modern structural adhesive. During a crash, the window could come loose, and the occupants lose the protection a windshield is designed to provide. Plus there is an increased risk of being ejected from the vehicle. And it’s not repositionable. Once the glass is set down, that’s where it’s going to stay. As you’ll see

in a moment, being able to shift the glass in place can affect the quality of your resto.

So why show this to you if you can’t do it? After reading this you’ll know how it’s supposed to be done, and you can make an informed decision about whether to do it yourself or hire a professional. If you hire a pro, this knowledge will enable you to ask the right questions in advance and then watch to be sure it’s done right. **MCR**

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MCACN

By Arvid Svendsen

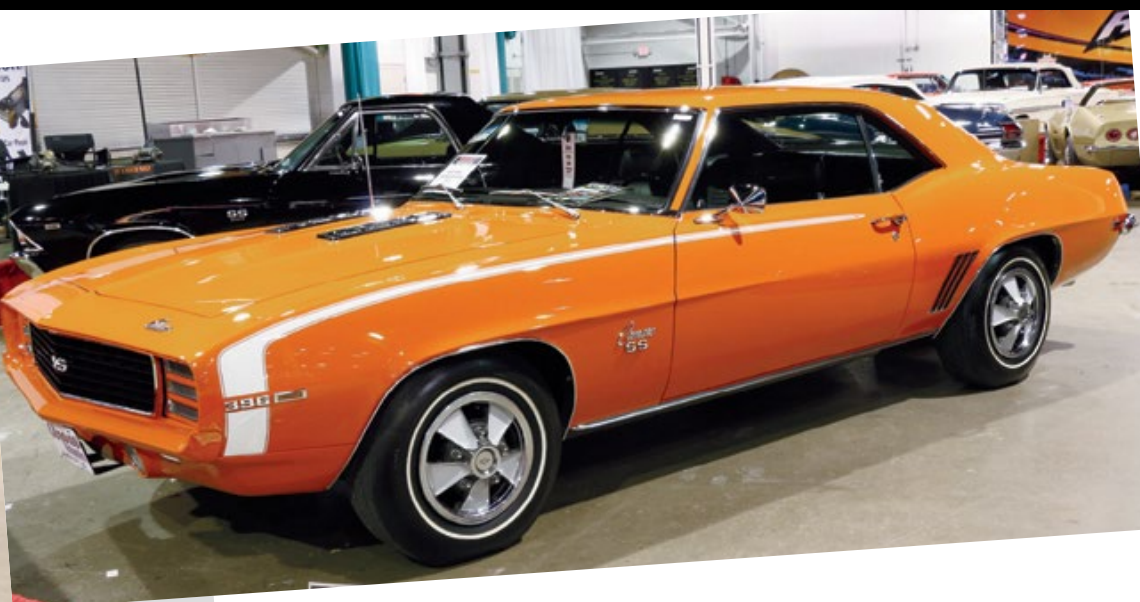
Fine-Tuning the Recipe for Muscle Car Success

A total of six Muscle Car & Corvette Nationals (MCACN) are now in the history books. The vision to produce the finest muscle car show in the world has been realized with accolades pouring in from participants, pundits, and patrons. The show remains the Pebble Beach of muscle cars, but from this author's vantage point, MCACN has significantly buoyed the health of the muscle car hobby. We have a home base right here in Chicago.

The MCACN board and organizer Bob Ashton have created the recipe for muscle car show success. Ingredients for that recipe include great car people, fresh cars, and broad representation from domestic manufacturers. MCACN excitement



■ For 1966 there were 3,099 SS396 Chevelles built with the L78 396/375hp engine. Jacquie Benthin's 33,000-mile L78 Chevelle was dressed in black and on hand for Vintage Certification. The car features wire-wheel hubcaps, whitewalls, and bumper guards. Vintage Certification at MCACN is an evaluation of unrestored original cars by a team of experts headed up by Steve Shauger. The focus is on preservation, not restoration. (See our Feb. '14 Editor's Note column for more on the program.)



■ In the Celebration of the Chevrolet L89 gathering, this 1969 Hugger Orange RS/SS Camaro with the 396/375hp L89 aluminum-head motor was a standout. Options include the VE3 body color front bumper, J52 power front disc brakes with rear drum brakes, M21 four-speed close-ratio transmission, N96 mag style wheel covers, and PW7 F70-14 white-stripe tires.

“The show remains the Pebble Beach of muscle cars”

Continues Its Streak



is created by debut and discovery. New restorations are unveiled, recent barn finds are unearthed, and some cars exchange hands via the car corral or private negotiations. My “slightly weathered” 1964 Plymouth Sport Fury sat in the car corral the entire weekend, but did not sell. Yet for the \$100 car corral fee, I had the opportunity to point out my car’s superiority to every other car in the building.

One takeaway from the show: It seems that there is a growing appreciation for any and every muscle car regardless of brand. Bob Ashton deserves a lot of credit for that trend. He shows cars no more than two years in row, so the show stays fresh. He seeks out all brands of muscle cars that are either popular or unique, with extra points given for exciting back stories. Year-round networking with car guys continues to dig up previously unknown, even surprising cars.

For example, you didn’t have to be a Ford guy to experience pacemaker disruption from the one-of-three 1967 Ford LTD with the 427 R-code 425 hp dual-quad motor dressed in hubcaps, vinyl top, and the cavernous bench seat interior with a four-speed stick. Coming away from the show with a new appreciation for the Ford LTD was not expected. I don’t want one, but that LTD was definitely cool. In fact, it’s getting difficult to not be a fan of just about any car that shows up at MCACN.



■ The blue vinyl top on this 1966 Ford Shelby G.T. 350 in the Color My World display produced many a double-take. Owned by Len Perham, this is the only G.T. 350 built with the blue vinyl top. At MCACN, cars never seen before become dazzling history lessons of automotive trends that existed back in the ‘60s.

■ Bruce Schreiner’s unrestored original 1970 Boss 429 was recently acquired from an estate sale. The car had been in storage for more than 41 years, and Bruce had been after it for the past 15 years. Kevin Marti has confirmed that this car is the one and only Boss 429 that came from the factory with rear spoiler and sport slats. The car sports original paint, interior, and front tires. Wonder what happened to the rear tires?

■ The Class of ‘69 Invitational included Ron Schneider’s beautiful Hemi Orange 1969½ Super Bee A12 440 Six Pack. Ron’s four-speed A12 has the full born-with drivetrain, power brakes, and power steering. It is one of 267 four-speed coupes (post cars) built. Correct date-code 15x6 H-code OE steel wheels with chrome lugs mount the Goodyear Polyglas G70-15 redline tires.





■ Joe Salvatore brought his Code 48 Forest Green Metallic 1970 Yenko Deuce. Joe's Deuce was paired with his other equally superb display car, a 1969 427 Yenko Nova. This particular Yenko Deuce was purchased from the original owner, Moses Long, in 2005 and then restored by Yenko Deuce guru Ken Schoenthaler. The Yenko world came to refer to this car as the "Moses Deuce," recognizing it to be one of the finest preserved and lowest mileage Yenko Deuces in existence prior to restoration. Most of the original components were retained during its time at Ken's shop, including the born-with LT-1 engine and Muncie four-speed transmission.



■ The words "Hide and Watch" were painted on the door of this 1969 Hemi Super Bee during the '70s when it spent most of its time at the dragstrip. For that reason there are fewer than 10,000 original miles on this numbers-matching Bee. It is one of 257 426 Hemi Super Bees built, and one of 130 with a four-speed transmission. The car is the only known EW1 White paint Super Bee with complimentary white interior. Ron Deszi is the current owner, and he has done a fantastic job in presenting the car in immaculate shape.



■ Rare cars like this jaw-dropping 1969 COPO Camaro had the crowds buzzing. Frederick Eichorst's day-two-themed COPO is the only known factory built Camaro with Code 10 Tuxedo Black paint and Code 714 Custom Yellow Houndstooth interior. The L72 427/425hp engine, M22 Rockcrusher four-speed transmission, and 4.10 Posi gears propel the COPO car. Period-correct speed equipment includes Cyclone headers, Thrush mufflers, Sun gauges, Ansen Sprint rims, Lakewood traction bars, and Mallory ignition.



■ The 50th Anniversary Hemi Invitational showcase was nothing short of mindboggling. The father-son duo of Gordon and Seth Rohde of Wausau, Wisconsin, brought a PP1 Red 1966 Hemi Coronet Deluxe four-door with 3.23 Sure Grip 8 $\frac{3}{4}$ rear. Either four or five four-door Hemi Coronets were built for 1966. Seth explained that the car was ordered by Floyd Cline, who owned Pappy Cline's Dyno Service in Wichita, Kansas. He bought it to drag race. There is a plaque made by Chrysler on the glovebox door that says, "Built for Floyd Cline." The window sticker reveals that it was never delivered to the dealership, but was picked up from the Lynch Road plant in Detroit.



■ The Pontiac GTO: A 50th Anniversary Celebration display produced an entire herd of Goats grazing together (and a guest appearance by the “Godfather,” Jim Wangers). Rodney Brockman is “almost” the original owner of this 1966 Tiger Gold GTO Hardtop with 389 Tri-power, four-speed transmission, and 3.55 posi rear. Rodney’s buddy, Jay Charlstrom, bought the car in May 1966 at Gordon Pontiac in Joliet, Illinois. Jay had leukemia, so Rodney usually drove the GTO with Jay in the passenger seat. When Jay passed away in December 1966, Rodney offered to buy the car from the Charlstrom family when they were ready to sell it. Rodney eventually purchased Jay’s GTO on March 1, 1967, with 5,280 miles for \$2,500. Though the GTO was initially a daily driver, including a trip to Disneyland in 1970, it eventually was relegated to summer duty. Today, the GTO has 42,082 miles with original paint, original interior, and complete original drivetrain. We like the cars, but it’s all about the friendships.



■ Ryan Brutt, the Automotive Archaeologist, put together another mind-bending display of Barn Finds and Hidden Gems for MCACN 2014. Bigger than ever, this section warranted its own story, which will appear next month. As a teaser, we offer you Dennis Albaugh’s 1968 Yenko Camaro, which was dragged out of a barn the day before the show—literally.

“Cars never seen before become dazzling history lessons”



■ Though a lot of attention is paid to the 1970 Buick GS, they were around before that. The first year for the Stage 1 option in the Buick GS was 1969, and Mike Guarise owns this beautiful black ’69 convertible with the 400ci Stage 1 motor. The car is one of 77 convertibles built in 1969 with a four-speed transmission and Stage 1 option. The car has all the right documentation, 54,000 original miles, and an amazing restoration performed by Buick expert Joe Castrigano of Ohio.



■ Black paint with flat black trim was applied to only 103 1970 Torino Cobra SCJ cars. Sandy Hardiman owns this particular example. Sandy and a couple of his friends restored this 86,000-mile car to perfection over a period of two and a half years. The Toploader four-speed and 4.30 Detroit Locker 9-inch rear make for fun driving, and yes, he drives it. **MCR**

A 6,000-Mile Road Runner Back on the Road for the First Time in 45 Years



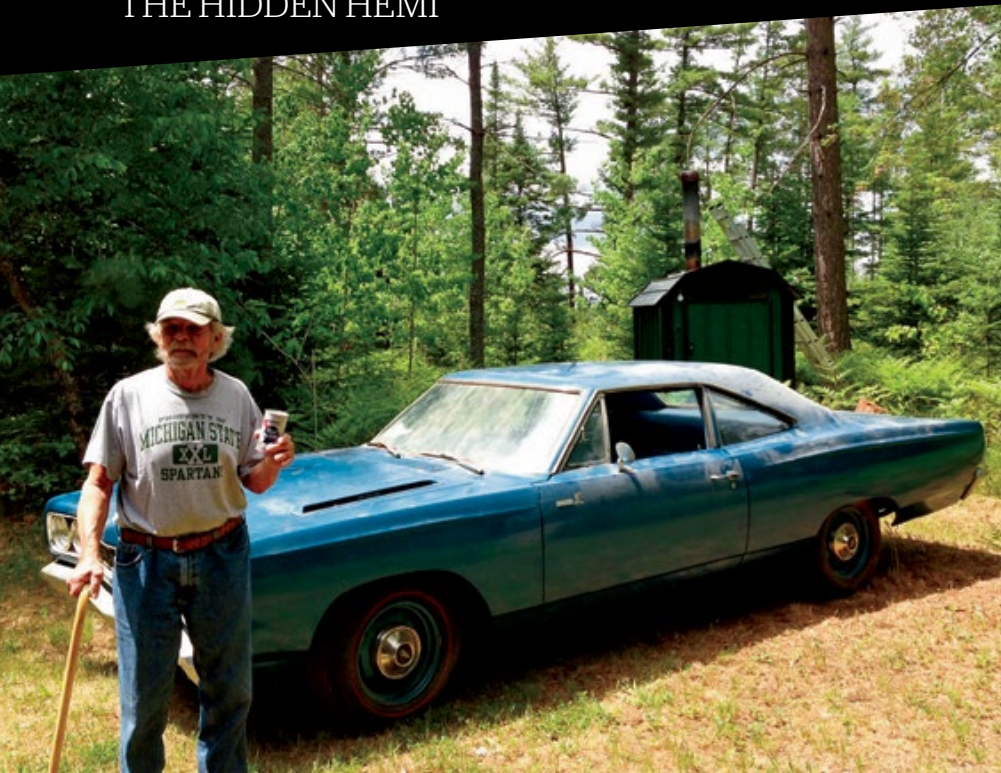
"It's breathtaking in its originality"



By Barry Kluczyk

Here in 2015, you'd think the number of barn-find Hemi cars would have been exhausted like the world's supply of Mickey Mantle rookie cards or issues of *Action Comics* No. 1, but we are here to tell you they're still out there, just like the 1968 Road Runner you see here.

It's breathtaking in its originality, but when the call came last summer about a 6,000-mile 1968 Hemi Road Runner that had been reportedly stashed since 1970, we were understandably a little skeptical. After all, there were only 10,904 production vehicles built with the 426 Street Hemi from 1966 through 1971. That's not many, by any measure of automotive production. Factor in the number that succumbed to accidents, corrosion, and catastrophic crankcase ventilation, and the remaining population is tiny indeed. But this one was legit.



■ **Original owner Joe Grass poses with the Road Runner shortly after it was pulled out of storage, holding a vintage—and empty—can of Pabst Blue Ribbon that was found in the car and may have contributed to his decision to run from the police in 1970.**

■ **Two spun bearings and a blown head gasket originally sidelined the Road Runner in 1970. It has been returned to running condition with all-new gaskets throughout, as well as new piston rings.**

■ **The original Carter AFB carbs have been rebuilt. The black and blue tags on them identified the front and rear carbs on the assembly line, and, more specifically, the blue rear tag identified it as the rear carb for a Hemi with an automatic trans.**



Curiously, the Road Runner had been cocooned for decades right under the noses of some of the Detroit area's most connected Hemi aficionados. They didn't have a clue the car existed let alone suspected that it was holding down a garage floor within spitting distance. That's mostly due to the owner's decision to park the car 45 years ago at his mother's house, near the Detroit suburb of Waterford, and carry on with life 150 miles to the north in the village of Mio. He parked it because the engine broke, and he lost interest in performance cars.

That owner, Joe Grass, bought the car in September 1968, about a year after returning from his tour in Vietnam. He was 22 and working for GM's Pontiac division

at the time, driving a 1968 Oldsmobile, but the new Road Runner tugged at him.

"I wasn't a Mopar guy at all," says Joe. "But when the Road Runners came out, I just loved their styling. They looked great, and I knew I wanted a Hemi car because they were so powerful. They were the fastest cars on the street, and I'd never really had a powerful car like that."

Joe visited Oakland Chrysler-Plymouth in Pontiac and test drove the only Hemi Road Runner on the lot: a QQ1-code Bright Blue Metallic example with three additional options: an AM radio, a Sure-Grip rear axle, and an automatic transmission.

"I beat the hell out of it on the test drive and really liked it, so I bought it right there on the spot," he says. "I didn't want to order a car and wait for it."

While aggressive with the Road Runner on the street, Joe mostly used his Olds for daily transportation—especially during Michigan's road-salt season—which helped keep the miles down on the elephant-engined B-body. That aggressiveness behind the wheel eventually caught up with him in the summer of 1970, when his antics on the street attracted the attention of the police. And while we certainly don't condone Joe's next move, we relay the information for history's sake, as it directly contributed to the car's extended storage: He chose not to stop for the police.

"They just didn't have anything at the

time that could keep up with a good-running Hemi," says Joe. "I thought I could just drive away."

It wasn't quite that simple. He drove away, all right, but the police had radios, so it wasn't long before a new set of red lights filled Joe's rearview mirror. He headed north and even stopped for gas, but the long arm of the law was relentless. With the Michigan State Police behind him for nearly two hours, the Hemi blew as Joe skidded the Road Runner off the road and into a cornfield.

"In hindsight, it wasn't the smartest thing I ever did, but what's done is done," he says. "I have no regrets."

Eventually Joe got the car towed back to his mother's house and parked it in her garage, with all of 6,000 miles on the clock. Not knowing he would never drive the car again, he simply threw a cover over it and went on with his life.

"I never had the engine repaired because I mostly lost interest in muscle cars after the death of an uncle who was really into fast cars and hot rods," he says. "He was the influence who got me into them, and when he was gone, I just didn't care so much."

In the mid 2000s, Joe finally took the car to his home in Mio, about 150 miles north, but an illness left him in no position to revive or drive the car. About a year ago he decided to give the car to his cousin,

AT A GLANCE

1968 HEMI ROAD RUNNER

Owned by: Darcy Smith via Joe Grass

Restored by: Unrestored with freshened engine and transmission by Dan Cook

Engine: 426ci/425hp Hemi V-8

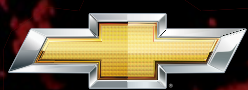
Transmission: 727 TorqueFlite 3-speed automatic

Rearend: Dana 60 with 3.23 gears and Sure-Grip

Interior: Blue vinyl bench seat

Wheels: 15x7 steel with hub caps

Tires: F70-15 nylon-belted redline



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THE HIDDEN HEMI



Darcy Smith, who had been bugging him about the car for decades. It was a gift with far greater value than the current market for classic Hemi muscle cars.

Darcy, while understandably moved by the generous gesture, didn't want the car to sit unused for another 45 years. Although he was a car guy, Darcy didn't know where to turn for an authoritative Hemi rejuvenation. That's when he decided to knock on the door of fellow neighborhood resident Dan Cook, whose driveway was always filled with Mopar muscle cars, including a 1968 Road Runner.

As luck would have it, Dan (dancookracing.com) was exactly the Hemi authority Darcy was looking for, having built racing engines and restored street engines for more than 25 years. Cook was flabbergasted and surprised to learn about the 6,000-mile Hemi that was hidden only about 5 miles from his home, but quickly agreed to assess its condition and do what was necessary to get it running again.

"It was remarkably original," says Dan. "I couldn't believe it. All the paint and ID marks that restorers painstakingly try to recreate were all there. It was an absolute time machine."

Dan pulled the engine out of the car, tore it down, and discovered the engine had spun a couple of rod bearings and blew the right-side head gasket.

"[Joe] really got the engine hot that

"He chose not to stop for the police"

night in 1970," says Dan. "It must have been overheating and he kept right on driving it until it couldn't give anymore."

Along with replacing the busted parts, Dan freshened the whole engine with new gaskets, and he even reringed the pistons for good measure. The original Carter AFBs sit atop the Hemi, but they were rebuilt, too, after sitting unused for so long. Still, the engine wears the original air filter and even the original date-coded spark plug wires. All the rudimentary smog equipment is still in place, along with the original exhaust manifolds and all the other factory parts that are generally tossed out during day-two modifications.

Not surprisingly, the car needed additional attention before it was declared roadworthy. The 727 TorqueFlite automatic was inspected and its seals replaced to prevent what would assuredly have been an instant lesson in the leaks caused by dried-out gaskets. The same went for the rubber brake lines and wheel cylinders, while the fuel tank and fuel lines required replacement.

"It was parked with half a tank of fuel in



■ Wonderful collection of original paperwork includes the window sticker, broadcast sheet, owner's manual, original title and registration docs, and even super-rare assembly-line IBM punch card, an item that generally wasn't included with the vehicle. Also: The dealership's key tag was retained, and on the line for the car's serial number it simply says, "Hemi."

■ Blue vinyl, bench-seat interior is taxi-cab stark and in nearly showroom condition. All the trim and even the headliner survived more than four decades exceptionally well.

■ Interestingly, this later-build 1968 Road Runner was built with a 1969 dashboard. It was a fairly common practice as factories used up parts for one model year and borrowed from the next.

1970, which turned to pure turpentine over the years," says Dan. "It was really nasty, but apart from those basic items to get the car on the road, it's pretty much a brand-new 1968 Road Runner."

Remarkably, the interior survived 45 years of essential neglect, within the varying temperatures and humidity levels of two Michigan garages, looking as if it had been hermetically sealed. The headliner doesn't sag, and there are no signs of rodent infestation. The crispness of the white letters on the various control switches and knobs is a clear indicator the car didn't spend years as a daily driver. It also has a unique factory quirk: It was built with a 1969 instrument panel. Some other later cars—this one was built on July 17, 1968, according to the fender tag—slipped out of the factory with the updated dash, but it's definitely a rare sight.

After Dan got the car running and roadworthy, and after we got to spend a couple of hours with it for our story, Darcy trailered the Hemi up to his cousin's house for a blast down the highway. It was also a trip to the past.

"My most vivid memory about this car was always its sound," says Joe. "It was the best sound of any car out there and it was great to hear it again."

We're sure that will be on Darcy Smith's mind every time he winds up the Hemi in his cousin's honor.



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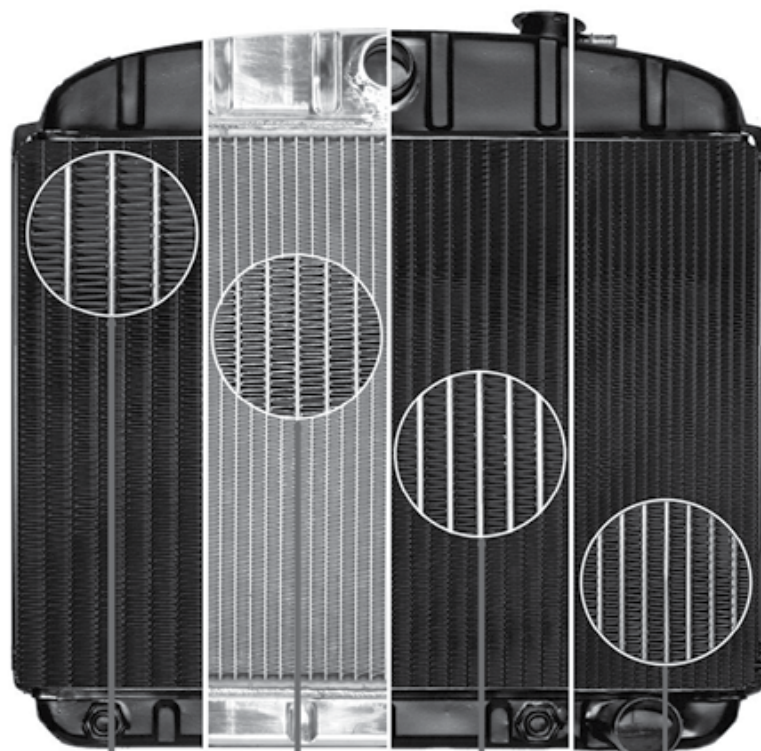
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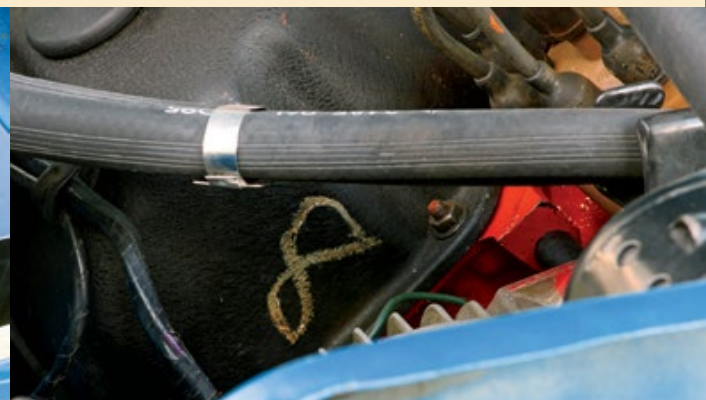
This Road Runner was so new when put away, and so well preserved over time, that many of its original assembly line markings are still visible. Some great teaching moments here.



■ Original orange paint mark on the valve cover was due to the ground battery cable being laid over the engine after the block was painted. The cable was attached to the engine when it was painted, so some of the wet paint rubbed off on the cover.



■ Original battery cables.



■ Factory "8" marking on the passenger-side valve cover looks like it was scribed yesterday.



"It's pretty much a brand-new 1968 Road Runner"



■ The Hemi still wears its original, date-coded spark plug wires.



■ The fender tag was apparently not painted with the car originally, making it an anomaly among Mopar muscle cars.



■ Another rare, original remnant is the factory crayon mark next to the jacking instructions indicating the size of the spare tire to be installed. Most owners wiped off the marking.



■ The QQ1-code blue metallic exterior color was painstakingly rubbed out after the car emerged from nearly 45 years of suspended animation. It still rolls on the original steel wheels, which are wrapped in reproduction redline tires. **MCM**

NEW PRODUCTS



■ Turn Signal Levers

The guys at Inline Tube bill themselves as “the brake plumbing experts,” but their product line also includes a range of reproduction parts, with special attention paid to Oldsmobiles. If you’re redoing an Olds interior, check out these turn-signal levers built to be factory-correct with the proper angle and high-quality chrome. The levers for 1969-1970 models are all chrome, while the levers for 1971-1977 cars have black plastic covers at the ends. In addition to the turn-signal stalks, Inline Tube offers matching tilt-column levers. Information: Inline Tube, inlinetube.com.



■ Mopar Horn Set

Original Equipment Reproduction (OER) is now offering reproduction horn sets for 1966-1978 Mopars. Sold as a pair, with a high- and low-tone horn in each set, these are exact replicas of the horns used on Dusters, Darts, Chargers, Challengers, ‘Cudas, and more. The reproduction is so exact, in fact, that they have been selected as a Mopar Authentic Restoration Product. Remember that OER is a manufacturer and distributor of reproduction parts and does not sell direct to consumers. But you can buy OER products at many restoration specialty shops, including Classic Industries. Information: OER, oerparts.com.

■ Chevelle Fenders

A couple of years ago Auto Metal Direct (AMD) began reproducing front fenders for 1967 Chevelles, and now AMD has fenders for 1966 models too. They are made on AMD’s own tooling of heavy-gauge steel and are finished with an EDP coat to prevent rust during shipping and assembly. Information: Auto Metal Direct, 866/591-8309, autometaldirect.com.



■ Dual-Action Polisher

Meguiar’s newest dual-action polisher (DA), the MT300, is designed to withstand the rigors of use by body shop and detailing professionals, so hobbyists should find it more than up to the task. The DA features ergonomic controls; a wide speed range of 3,000 to 7,500 orbits per minute; an 8mm throw that’s optimized for compounding, polishing, and waxing; and a multiposition D handle for added control. Information: Meguiar’s, meguiars.com.

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NEW PRODUCTS

BLUEPRINT OF A LEGEND

■ Hemi Blueprint

As part of its celebration of the 426 Hemi's 50th anniversary, Mopar issued a limited-edition, 6-foot-long poster that reproduces the engineering drawings of the Hemi's engine block. This treasure from the company archives was photographed and transferred onto sturdy backing material, and each poster is signed by Tom Hoover, the "father of the Hemi." Information: Mopar, wearmopar.com.



■ AMC 401 Pistons

Egge Machine offers pistons for the big gun in American Motors' engine family, the 401. These 9.5:1-compression pistons fit the standard 4.165-inch bore, though oversize versions (0.030, 0.040, and 0.060) are available too. Information: Egge Machine Company, egge.com.

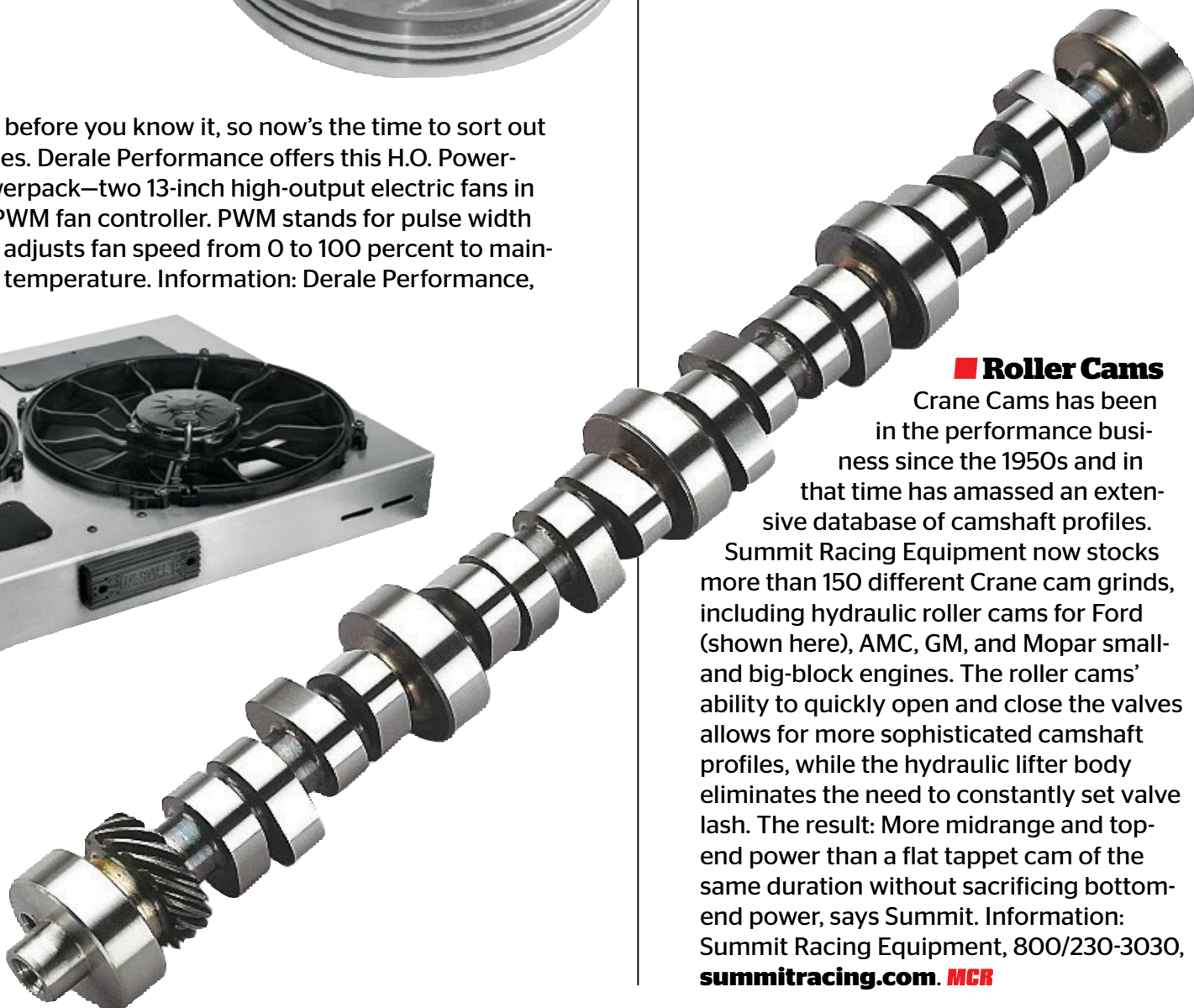
■ H.O. Powerpack

Hot summer days will be here before you know it, so now's the time to sort out your muscle car's cooling issues. Derale Performance offers this H.O. Powerpack, which integrates its Powerpack—two 13-inch high-output electric fans in an aluminum shroud—with a PWM fan controller. PWM stands for pulse width modulation, which constantly adjusts fan speed from 0 to 100 percent to maintain optimal engine operating temperature. Information: Derale Performance, 323/266-3850, derale.com.



■ Roller Cams

Crane Cams has been in the performance business since the 1950s and in that time has amassed an extensive database of camshaft profiles. Summit Racing Equipment now stocks more than 150 different Crane cam grinds, including hydraulic roller cams for Ford (shown here), AMC, GM, and Mopar small- and big-block engines. The roller cams' ability to quickly open and close the valves allows for more sophisticated camshaft profiles, while the hydraulic lifter body eliminates the need to constantly set valve lash. The result: More midrange and top-end power than a flat tappet cam of the same duration without sacrificing bottom-end power, says Summit. Information: Summit Racing Equipment, 800/230-3030, summitracing.com. **MCR**





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■ Enthusiasts get excited about a barn find like archaeologists get excited about a dinosaur dig. One day they'll dry up, but for now, new discoveries like this 1967 Chevelle SS396 are tons of fun.

Coming in 2015



JERRY HEASLEY PHOTO

Well, did you get enough eggnog? Glazed ham? Kielbasa and black-eyed peas? Ready or not, here we go with the new year, 2015.

Visionaries in the 1960s told us that we would be flying in driverless, automated Jetsons cars by now, but you've probably noticed we're still grinding out miles on good ol' asphalt. Predicting the future is tricky, but here are a few things that I'm confident we'll see in the coming new year.

Higher Muscle Car Prices

Good if you're selling, not so good if you're buying. But good if you're buying and reselling (aka flipping). Auction prices have been strong, and the economy will likely be on the upswing with a presidential election looming. I'm no Alan Greenspan or Ben Bernanke, but I think we'll probably be up 4 or 5 percent across the board, with a few high-profile blue chips hitting record prices.

More & Better New Parts

Repro parts continue to increase in quantity and quality. A new company is reproducing complete Mustang unit bodies comprised of over 300 individual stampings. I think it's very encouraging that two different, competing companies sell this ambitious, highly complex item. More such parts are in the pipeline. Just like we re-restore our cars, the hobby can also re-reproduce parts. To get a competitive edge for a new part, quality—fitment and appearance—are two key places to make improvements that restorers will notice. Better parts will naturally lead to...

Better Restorations

We used to repaint our engines with Krylon and dress our tires with brake fluid. Each year the bar for Best of Show-level detailing advances. This year won't be any different, but in spite of perfection becoming more perfect, there is a growing trend of those who prefer...

Numbers Not Matching

These are the muscle car rodders, cruisers, tribute builders, and such. They don't care about matching numbers. It's just not their thing. They're not a lower class of muscle car guy. They just have a different outlook. They're into the car, its configuration, and its look *now*. They're more concerned with how it's built now more than how the factory built it 50 years ago.

Growth of Big Shows

There's been a complete turnover of shows. The old nationals are no longer the biggest marque shows, with the possible exception of POCl and the GTO Nationals. Carlisle events are big and getting bigger. MCACN is too. Funny thing about big, whether you're talking business or car shows: They draw increasing crowds in part due to the spectacle of their size. But the big shows today are more than just big. They're very well run. I expect the big to get both bigger and better until they reach the saturation point where they've attracted all the people there are to attract, or the event's quality starts to slip.

More Barn Finds

We like 'em. We love 'em. We want some more of 'em. Jerry Heasley and others will continue to document the handful of lucky seekers who find the rare, long-dormant muscle car after chasing wild rumors. Each one found means one less to discover, but the search will continue because it's fun, almost as much fun as bragging about what you've found. Those who go out on a wild goose chase occasionally bring home a goose.

Loss of Some Good Cars

Although we make some new finds in a barn, we also lose a few to fire, flood, theft, and that kind of thing. I've had a couple very close calls with fire, one from a hot starter that stuck and very nearly ignited my engine compartment, and another from a carb that suddenly decided to start pumping fuel out the vent tube and onto a hot engine. Either near-miss could have spelled curtains for my old 428 Ford. It only took me two near-disasters to break down and buy a fire extinguisher. You have one in your car, right?

Loss of Some Good Friends

It's a lesson I learned in childhood from a sick puppy that didn't survive: Life does not last forever. In the last 10 years, I've lost two family members, several good friends, and my friend and colleague Paul Zazarine. I expect we'll lose a few this year, too. In my head I think I'm 25 or 30, but by the calendar I'm heading for 60. Dang, you old geezer. So what are you gonna do but meet with God in the mornings, make the most of each day, and start checking things off that bucket list? Don't wait too long to do that road trip, sell/buy that car, or take it to the dragstrip. Be sure to take someone special with you.

And happy New Year, friend! **MCR**



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